

IMPLEMENTATION

INTRODUCTION

The major role of the Nonmotorized Transportation Plan in the development of nonmotorized transportation facilities and programs is represented by its ability to define implementation procedures for these facilities and programs. While the 1974 King County General Bicycle Plan, described in great detail a vision for a network of bicycle facilities county-wide, it failed to address how this network would be integrated into the existing transportation system. This chapter will describe policies and techniques which are intended to provide the needed tools to fund and develop the elements of this plan, and to integrate nonmotorized transportation needs as a standing element of the design of all new transportation facilities in King County.

- I-1 **Roadway funding should be used to build facilities which are designed to accommodate bicycles, pedestrians and equestrians where appropriate. The use of separate funding programs should be expended on the elimination of existing physical barriers to nonmotorized transportation and for noncapital programs, such as information and education.**

IDENTIFICATION OF TECHNIQUES - FUNDING

The basic philosophy represented by this plan is that nonmotorized facilities should always be developed as an integral element of on-going transportation system development. As such, the cost of these elements in new projects should be built into the overall project budget, and not charged against any special "nonmotorized fund". This policy of institutionalization may not apply to all proposed projects, but at the very least should be accounted for in the scoping of proposed capital projects.

- I-2 **All CIP projects, Federal Highway Administration-supported projects, and all WSDOT projects located in the County should be reviewed for the inclusion of appropriate nonmotorized facilities and mitigation, per the adopted policies and procedures of each agency.**

Recent CIP Priority Process Changes

In 1991, the King County Council approved a motion which modified the criteria to be employed in determining CIP funding. These criteria were, in order of importance:

- 1) Safety
- 2) Maintenance
- 3) Transit Support
- 4) Capacity increases for existing development
- 5) Capacity increases for future development

Currently, bicycle, equestrian, and pedestrian improvements in the CIP focus primarily on the arterial system. There are over 400 recommendations for projects that include some form of nonmotorized element. While this list is extensive, it does not currently employ a systems approach for the identification, evaluation, and ranking of nonmotorized transportation needs. The list does reflect several elements of the 1974 King County General Bicycle Plan and project recommendations contained in recently adopted community plans. A summary of the project types from the most recent adopted CIP priority process is shown below.

figure-10 1992 Project by Type - King County TNR			
Project by Type			
	Total Projects	King County Cost (millions)	Total Cost (millions)
New Construction	80	\$186.1	\$624.6
Major Widening	176	\$272.1	\$915.6
Minor Widening	90	\$122.8	\$198.7
Intersection	185	\$ 29.8	\$ 68.1
local	55	\$ 0.9	\$ 29.3
Nonmotorized	218	\$ 98.7	\$168.8
Bridge	96	\$ 99.3	\$289.3
Transit/HOV	99	-	\$519.2
Study	45	\$ 5.7	\$ 36.5
Total	1,044	\$815.3	\$2,849.9

The Department of Public Works is also committed to the increased or continued funding of specific funding "pots" which address specific types of transportation needs (such as the School Pathways Program). These types of funds insure that specific types of projects receive at least a minimum amount of funding even if they do not score well within the usual CIP priority process.

The King County Transportation Plan established the framework for this integration of policies and projects through the development of the Capital Improvement Program priority process. Through the annual public review

process which accompanies annual TNR adoption, many nonmotorized elements have been added to existing TNR projects. This process can be carried further through the adoption of three action items. These items are:

- a. Adoption of Modified Design Standards;
- b. Annual Review of New Projects for Nonmotorized Considerations; and
- c. Dedication of a Set Percentage of CIP Funds for Specific Nonmotorized Projects

The adoption of standards which include nonmotorized elements would serve to redefine the design of particular classes of streets and roads to include nonmotorized facilities. In addition, the standards should reflect design parameters consistent with the practice of other agencies and organizations. In bicycling facility design, the guidelines usually employed are those of the American Association of State Highway and Traffic Officials (AASHTO), whose 1991 Guidelines for the Development of Bicycle Facilities serve as the basis for the Washington State Department of Transportation Design Manual sections on bicycle facility design. While the current King County Road Standards are consistent with both AASHTO and WSDOT guidelines, neither the current (1987) county or state documents attach particular design elements to a given classification of street. While the precise definition of this relationship between standards and functional classification should be studied independently of this plan, the following standards are proposed for both County development of new roads and roads dedicated to the county in new development.

PRINCIPAL AND MINOR ARTERIALS

Urban

Class II Bicycle Facilities should be included in all new County arterial construction or major reconstruction if on the Bicycle Network, otherwise consideration can be given to the inclusion of wide shoulders or curb lanes. Urban arterials (if not in a specified pedestrian overlay or design district) should include a five foot sidewalk on each side with planter strip, six foot width without the planter strips. Facilities on collector arterials should use some combination of these facility types dependent upon local traffic conditions, right of way availability, and adjacent land uses. Local streets generally should not need specific bicycle facility development, unless the street is either a by-pass to an adjacent arterial which contains hazardous conditions for bicyclists, or the local street has a specific condition which makes the inclusion of a bicycle accommodation necessary. Five foot sidewalks on each side should be included as an element of the design of local streets in urban areas.

Arterials with HOV Lanes should accommodate Class II Bicycle Lanes if on the bicycle network, and provide for shared use in a super-widened lane (15 feet) in all other cases. Such lanes should provide appropriate facilities for transit on/off loading, including the provisions of pullouts as needed, paved platforms for pedestrian access to transit vehicles, and provision of shelters where pedestrian circulation will not be impeded.

Equestrian facilities in Urban Areas should be designed on a case-specific basis, and are encouraged if the proposed facility is in an established equestrian community, provides access to a trail accessible to equestrians, or provides access around a barrier to equestrian travel within an equestrian community.

Rural

Bicycle facilities in rural areas will usually be represented by a smooth paved shoulder with edgestripe if on the bicycle network. Designation as a Class II facility will depend upon the anticipated use of the road, traffic conditions, and intensity of cross traffic or proximity to the regional trails network. Pedestrian facilities in rural areas should also be designed based upon the circumstances of the specific project area, but can include the development of unpaved pathways outside existing drainage ditches if equestrian use is anticipated, or by the development of paved shoulders where right of way is limited and the need is demonstrated by existing pedestrian traffic patterns.

KING COUNTY CAPITAL IMPROVEMENT PROGRAM

- I-3 The Nonmotorized Transportation Plan shall include a project list and program recommendations which are consistent with the intent, format, and decision making process of the King County Transportation Plan.**

As described earlier, the inclusion of projects compatible with the needs of nonmotorized transportation within the Transportation Needs Report represents the central implementation strategy of this plan. While the implementation of the entire project list as it existed in 1991 would represent a whole-sale boon to nonmotorized transportation access and safety, it remains that nonmotorized projects are usually proposed for inclusion in the TNR not solely for their nonmotorized merit, but for their incremental ability to deal with demonstrated motorized transportation deficiencies. As a result, the nonmotorized projects which serve the needs of nonmotorized users best may not be given a high enough priority to be built unless it meets other criteria which may have little bearing on nonmotorized access or safety. In

addition to providing a more stable funding source for discreet nonmotorized projects, the annual TNR review process should also integrate the continued identification and review of new nonmotorized projects, consistent with the goals and policies of this plan.

- I-4 King County should establish separate funding sources to implement nonmotorized projects not included as an element of another CIP/TNR project, including trails, shoulder, bike lane, and neighborhood pathway projects.**

Such a review should not be limited to arterial projects if a separate funding mechanism is identified and implemented. The nonmotorized review and scoping of new projects would differ from the bulk of the CIP project list only in that the proposed source of funding (be it Roads Fund, grant, maintenance, or dedication) should be listed in the project description for non-arterial projects.

CITIZEN PARTICIPATION

Development of new nonmotorized transportation programs or projects has generally benefited in successful United States nonmotorized programs through integration with existing departmental structure. In addition, there are quantifiable benefits of making a strong commitment to both citizen review of nonmotorized projects and the retention of outside project support from consultants with demonstrated experience in nonmotorized transportation planning and projects. Such a commitment has resulted in projects and programs which greatly benefit both nonmotorized users and the community at large through efficient scoping of relevant design issues and minimization of design errors resulting from a lack of familiarity with the needs of nonmotorized transportation.

Citizen participation at the County level is usually developed through the Nonmotorized Transportation Advisory Committee. Additional effort should be made to work directly with user groups and the general public through the annual review of CIP candidate projects and through the project development and environmental review processes to maximize the benefits to the County of the expertise of citizens who use the County transportation system by nonmotorized means.

- I-5 Program initiatives should be incorporated within existing County programs. These programs shall incorporate citizen oversight and input through the King County Nonmotorized Transportation Advisory Committee. Input should also be sought from nonmotorized user groups and professionals with demonstrated experience in nonmotorized transportation planning principles.**

DEVELOPMENT REVIEW

Additional dedication of facilities to the nonmotorized transportation system is accomplished through the development review process. Recent proposals to modify the existing King County Zoning Code (Title 21) include significant enhancements to the requirements for the development of pedestrian facilities. Most notably, the dedication of pathways and trails to provide more convenient pedestrian circulation and access to community facilities, commercial areas, and to transit is mandated. The mechanics of the management of this new path and trails system is to be defined in the yet-to-be initiated Community Trails Plan, but clearly the intent is to provide a supplement to the existing transportation system which benefits nonmotorized modes.

- I-6 King County will require new residential, commercial, and industrial development to provide adequate short term and commuter parking for bicyclists per KCC Title 21, and should require provide shower and locke facilities in new commercial-industrial development in designated urban or transitional areas or activity centers (et al) by 1995.**

An additional need in the process of providing nonmotorized facilities through application of the zoning code is in the strengthening of existing development requirements of access for nonmotorized transportation. Specifically, easements granted to community associations, saddle clubs, and the general public need to carry over from the grantee of the original plat to subsequent title owners. Future development should also be reviewed for the retention of the access provided by existing trail systems, if not the retention of the system itself. Road design within such developments should be flexible enough to provide for enhancement of any such systems through the incorporation of neighborhood pathway systems or paved trails.

Master Planned Developments (MPD's) offer an opportunity to channel growth into developments which specifically are designed to absorb the impacts of development in such a manner as to create a "livable" community. Some MPD's are exclusively or predominantly residential, such as at Klahanie in East Sammamish, while others (such as the paired MPD's proposed on Novelty Hill in Bear Creek) might contain a mix of residential, commercial, and even light industrial uses. Such developments offer unique opportunities to incorporate nonmotorized transportation from the initiation of a project, rather than the usual model of trying to retrofit facilities after the development has occurred.

Often, due to the control the County can exert over a proposed MPD, concessions are sought by a developer in exchange for meeting other requirements, such as wetland setbacks and the establishment of wildlife buffers or corridors. While the concessions requested often include variances from County road standards, this process should serve to enhance, rather than minimize nonmotorized transportation access.

I-7 MPD review should encompass the following elements:

- a. Meeting all applicable standards for the development of urban arterials, including bicycle lanes on principal and minor arterials, and full sidewalk development on all arterial and local streets.**
- b. Development of an internal pathway system accessible to pedestrians and bicyclists (and equestrians where appropriate) which minimizes reliance upon the street system for access within the MPD. Such a system should link community facilities, commercial areas, and residential communities within the MPD. Such a system should stress access to transit and the development of pass-through paths which reduce pedestrian dependence upon the automobile circulation system for access within the MPD.**
- c. Enhancement of any existing trail system on site, and providing for vertical separation of major crossings of principal and minor arterials.**

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management(TDM)is the use of incentives to promote travel modes that are more efficient and less polluting than the single occupant vehicle (SOV). While disincentives may be used (such as increasing costs for SOV travel), most programs rely heavily on the positive choice of high occupancy vehicles (HOV) and nonmotorized modes over SOV's.

Nonmotorized transportation modes address each of the problems TDM is meant to tackle: congestion, pollution, and conservation. Provision of adequate facilities and programs to support and promote these modes is an essential component of TDM. Site design requirements and changes in parking requirements for bicycles are generally considered ways in which bicycles and pedestrians can be given additional consideration in facility construction.

While nonmotorized transportation addresses TDM goals and objectives directly, the recognition of the potential contribution of pedestrian and bicycle modes is not particularly well recognized. The accommodation of

motorized vehicles, and particularly SOV'S, has traditionally consumed the interest of public and private facility planners. Planning and modeling programs concentrate on the movement of and accounting for motorized transportation, often to the exclusion of useful information on potential nonmotorized information sources can contribute to the successful implementation of TDM programs. Little time or effort is given to acknowledging the influence of HOV modes (let alone bicycles and pedestrians) in the reduction of vehicle miles traveled.

As long as traditional attempts to contain traffic impacts of new development have emphasized the provision of supply (capacity and flow) over demand, considerations to promote nonmotorized travel have remained little more than a footnote to overall transportation policy development. Now, however, with the control of demand a primary consideration at local, state, and federal transportation policy, an increased emphasis will need to be made to monitor the effectiveness of a comprehensive commitment to promote nonmotorized transportation, and its contribution to meeting the goals of state and local trip reduction mandates.

NONMOTORIZED ELEMENTS OF TRANSPORTATION DEMAND MANAGEMENT EFFORTS

The state Commute Trip Reduction law passed in May of 1991 requires that employees of major employers reduce their vehicle miles traveled (VMT) by 15, 25, and 35 percent in 1995, 1997, and 1999, respectively while seeking similar reductions in SOV (single occupant vehicle) trips. A state task force has developed guidelines for measuring attainment of these goals. The law recognizes the benefits, in particular, of avoiding a commute trip and gives a twenty percent bonus (1.2 trip reduction credit per trip eliminated) for telecommuting and for nonmotorized commuting.

I-8 The following are recommendations for King County Transportation Demand Management and Trip Reduction efforts:

The King County RoadShare Program should develop mechanisms for the measurement of nonmotorized travel, especially for commuting purposes. Such measures are necessary to accurately assess bicycle and pedestrian contributions to trip reduction by employers, property managers, and agencies.

The County should support efforts to develop a model bicycle and pedestrian trip reduction package for use by employers in developing a nonmotorized element to their transportation management and trip reduction programs.

Implementation actions mandated under other County codes, plans, and ordinances should not be allowed as an element of

mandated trip reduction plans, but efforts which exceed the legal minimum shall be counted in the attainment of trip reduction goals.

Development of commute centers for nonmotorized users should be encouraged as a TDM implementation action throughout the County. Such centers should include locker and shower facilities for bicyclists, secure bicycle parking, and the distribution of educational materials promoting bicycling and walking as a commuting alternative.

COUNTY TRAILS PLANNING AND POLICY

Introduction

The development of separated trails for bicycles, pedestrians, and equestrians has long been an activity associated with King County, and was emphasized in the 1974 **King County General Bicycle Plan** as a central element in the development of a bicycle transportation system for the County. This section describes on-going efforts to develop this system, the relationship of this effort with on-road planning for bicycles and pedestrians, and the delineation of responsibilities for new areas of trail and pathway planning, development, maintenance, and administration.

Background

King County Parks Division has developed a national reputation for the development of its multi-purpose trails system, as evidenced by such facilities as the Burke-Gilman and the Sammamish River trails. The Interurban Trail, developed at approximately the same time as the Burke-Gilman Trail, was in fact developed initially by Public Works and the Parks Department in conjunction with Puget Power and the Federal Highway Administration. These trails have become successful facilities in terms of their utilization by the general public, and have achieved a status perhaps unanticipated by the public when the trails were first proposed in the early seventies.

- I-9 The King County Regional Trails Plan shall be incorporated as an element of the Nonmotorized Transportation Plan.**

It is important to realize that the transportation function served by regional trails has been recognized only fairly recently, as higher numbers of commuters and longer distance bicyclists have discovered congested and potentially unsafe conditions develop as a result of this popularity. Linear corridors of land have become prime civic resources, valuable for the location of utilities as well as for the development of trails.

Not all trails which exist or are proposed in King County exist in corridors which are normally associated with parks. The very resources these linear corridors represent are sometimes mistaken for parks opportunities, when in fact the rationale for developing a trail is to provide needed access across barriers for nonmotorized transportation. Such opportunities can be represented by freeway rights of way (as in the I-90 and I-405 trail projects, and the SR18 trail described in Chapter 6), pipelines (such as the Tolt Trail or the Tacoma Pipeline #5 in South King County) and power line right of way, such as the Puget Power trail in Redmond, the proposed Shoreline Interurban trail, and the Interurban trail in South King County.

These are the more familiar contexts in which trails have been proposed for the County. In each, the Parks Division has acquired a significant amount of expertise in the assembly of the needed rights of way, particularly in the area of converting abandoned rail right of way to trail use. Recent planning efforts outside of the Parks Division have identified the need for the development of different types and styles of trails and pathways. These trail styles defy traditional County management techniques, and raise questions relative to the opportunities represented by consolidation of trail and nonmotorized transportation planning and management efforts.

Specifically, the Zoning Code Update and the King County Transportation Demand Management ordinance both call for the integration of nonmotorized transportation facilities in new residential and commercial development. The recently adopted Soos Creek Community Plan has made the development of access paths in new subdivisions a priority policy. Recent projects within the Roads Division have placed increased emphasis on pathway development which is accessible to a diverse array of user groups.

The following are examples of the types of trails and pathways which challenge traditional concepts of trail and pathway management by the County:

NEIGHBORHOOD PATHWAY

The Neighborhood pathway represents a low cost method of providing soft-surface pathways parallel to the roadway on public right of way which is not currently being utilized. The first of these projects is scheduled for construction in spring of this year in the Hollywood Hill area of Northshore, which is noted for a high level of equestrian activity. The proposal to develop this type of facility raised some considerable initial concern among adjacent residents, who did not readily accept the need to provide facilities which were compatible with the needs of equestrians.

PRIVATE EASEMENTS

Organizations such as the Hollywood Hills Saddle Club have been successful over the years in obtaining easements for the use of existing trails in new

subdivisions. Such easements have been difficult to defend in recent cases of trail blockage, and demands have been made to toughen the legal mandate represented by plat-face dedications of easements to local equestrian and community associations.

DEDICATED INTERNAL TRAILS

The development review process is now beginning to generate trails networks associated with new development, particularly in large or Master Planned Developments (MPD's). While not under the management of a particular County agency, such trails and pathways can provide access to transit, community facilities, shopping, and in some cases to employment centers within these developments. In new communities created under the MPD process, such systems sensitively designed can reduce the dependence of residents upon the automobile for many internal trips. As such, these paths and trails serve a multi-purpose clientele not necessarily motivated by the need to recreate. In any case, such systems should be designed to a standard which supports the transportation function of an internal trail network.

MULTI-PURPOSE (REGIONAL) TRAILS

As described in the Regional Trails Plan, the King County Regional Trail System is envisioned as a 300-mile plus network of separated off-street trails which link most of the County's communities and recreational resources. While funding for this system has traditionally been through special bond revenues and recreation grants, recent changes in Federal funding guidelines for transportation facilities make an increasing percentage of the proposed system eligible for Federal transportation funding, both through grants and as eligible elements of national transportation system development. (See section on Intermodal Surface Transportation Efficiency Act elsewhere in this Chapter)

CURRENT TRAILS PROGRAMS WITHIN KING COUNTY

Currently, there are several programs either existing or envisioned within the County that can promote the development of trails. These programs are summarized below.

REGIONAL TRAILS PLAN - PARKS DIVISION

The Regional Trails Plan was initiated as a result of voter approval of the \$70 million dollar Open Space Bond of 1989. The Office of Open Space has been charged with the acquisition of various types of open space defined in the bond measure, including up to 75 miles of trail corridors identified in the Regional Trails Plan. The Regional Trails Plan identifies a number of specific trail corridors, and establishes design expectations and potential user mix. The Plan serves as the basis for the off-street trail network adopted and accounted for in this plan.

COMMUNITY TRAILS PLAN - OFFICE OF OPEN SPACE

The Community Trails Plan is an effort envisioned by the Office of Open Space and would represent a collaborative effort between the Parks Division, the Department of Development and Environment Services, and the Public Works Department to define the existing local trails system, the process for the dedication of new local trail systems, and the management of this system once developed. Currently, baseline information for this effort is being collected by the Office of Open Space

NONMOTORIZED TRANSPORTATION PLAN - ROADS DIVISION

This plan deals primarily with the accommodation of nonmotorized transportation within the transportation system of King County, exclusive of the trails network established in the Regional Trails Plan. While this implies a focus on facilities within roads right of way, there are specific areas where trail development should be considered as an element of the King County Transportation Plan. As limited access roads are developed, consideration should be given to the accommodation of the modes displaced by the limited access. Many times, such accommodation takes the form of separated Class I trails within the highway right of way. Examples of this type of facility include the I-90 trail across Lake Washington, and the I-405 trail between Bellevue and Renton. In addition the development of transportation systems (including high capacity transit systems) offers opportunities for access - either along or across the right of way. Any development of such systems should be evaluated for their nonmotorized transportation impact and potential for joint development.

INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT (ISTEA) OF 1991

The November 27, 1991 passage of the Intermodal Surface Transportation Efficiency Act represents a landmark for the integration of nonmotorized transportation into the overall fabric of the United States transportation system. Most succinctly, the legislation directs states and metropolitan areas to plan for bicycling and walking as a significant element of that system and makes significant funds available for implementation of that directive.

- I-10 King County should encourage the Puget Sound Regional Council to take a preeminent role in the prioritization and dispersal of state funds available for enhancement revenues allocated under the federal Intermodal Surface Transportation Act of 1991. Such increased local control over funding should also be accompanied by the development of increased nonmotorized user representation within the committee structure of the Regional Council, as well as by establishment of a**

nonmotorized transportation staff coordinator/program. The PSRC should also strive to maximize the revenues available for nonmotorized transportation under other eligible sections of the Act.

The Legislation

The new law represents a significant reform of federal transportation policy from the priorities established through the thirty-five years of Interstate Highway System development. The current six year bill provides increased flexibility and no longer allocates funds strictly to highway construction and maintenance projects. The following is a summary of the main points of the legislation:

- A new Surface Transportation Program (STP) is allocated \$24 billion for highways, transit, bicycle, and pedestrian projects.
- A new National Highway System (NHS) is allocated \$21 billion for highway construction. Most of this is transferable to transit projects, if such projects improve performance of a segment of the NHS.
- Interstate construction and repair funds (\$17 billion) cannot be used to increase capacity to the interstate system.
- A bridge program is allocated approximately \$17 billion.
- Transit programs are allocated \$31.5 billion.
- A new Congestion Mitigation and Air Quality Improvement Program for Urban Areas is allocated \$6 billion.
- Strengthened state and local planning requirements, including mandating comprehensive state plans and doubling funds for metropolitan planning.
- All projects - transit, highway, bike and pedestrian - receive the same federal/state match of 80/20. STP projects that would increase capacity receive only a 75 percent match.
- The number of states where long combination vehicles (double and triple trailers) may operate is frozen.

Nonmotorized Provisions of the Surface Transportation Act

FUNDING

Bicycle and pedestrian facilities are eligible expenditures under both the Surface Transportation Program (STP) and National Highway System (NHS) programs. The NHS has an annual allocation of \$3.6 billion, while the STP allocation is approximately \$4 billion. Bike and pedestrian projects are, additionally, listed as eligible expenditures for transportation enhancement activities, which represent a mandated 10 percent (\$3.3 billion over six years and \$400 million annually) of state STP funds. This line item represents an estimated \$24 million annually to the Washington State Department of Transportation for enhancement activities.

These enhancement projects are defined as: (emphasis added)

...provision of facilities for bicyclists and pedestrians, acquisition of scenic easements or historic sites, scenic or historic highway programs, landscaping and other beautification, historic preservation, rehabilitation and operation of historic transportation buildings, structures or facilities including historic railroad facilities and canals, preservation of abandoned railroad corridors including the conservation and use thereof for pedestrian and bicycle trails, control and removal of outdoor advertising, archaeological planning and research, and mitigation of water pollution due to highway runoff.

As before, the WSDOT will have the ability to spend general transportation funds from the federal government on bicycle and pedestrian projects, only now there is an additional mandate through the Enhancement Fund. A challenge to advocates of nonmotorized transportation will remain the adherence to a philosophy of integrating nonmotorized design in all road projects, and utilizing special allocations for enhancement on those special projects in which a specific benefit beyond this integration can be achieved. Projects such as the Shoreline Interurban Trail may do very well in funding applications under these guidelines, located as it is along a highway which is a part of the National Highway System, and representing as it does several elements of the enhancement definition.

PLANNING

Sections 1024 and 1025 of ISTEA creates a new planning process for both states and metropolitan areas by requiring both annual and long term transportation plans. These plans shall provide for the development of transportation facilities **(including pedestrian pathways and bicycle transportation facilities)** which will function as an intermodal transportation system." (S. 1024(a) and 1025(a)).

State plans shall consider strategies for incorporating **bicycle transportation facilities and pedestrian walkways in projects where appropriate throughout the state.**" (s.1025(c)(3))

In addition, states **"shall develop a long-range plan for bicycle transportation and pedestrian walkways for appropriate areas of the state, which shall be incorporated into the long range transportation plan"** (Section 1025(e))

Metropolitan areas must now produce Transportation Improvement Plans (TIP) at least every two years and prepare 20 year long term plans on a schedule yet to be determined. The TIP must be based on available funding for projects in the program and must be coordinated with transportation control measures in the state implementation plan developed under the Clean Air Act. In addition, Metropolitan areas over 200,000 population (to be designated Transportation Management Areas) will have their Metropolitan Planning Organizations (MPO'S) designate which projects are selected, unless the projects are on the National Highway System or part of the Interstate Maintenance or Bridge Programs, in which case the decision will still rest with the WSDOT.

Also at the WSDOT level, TIPs and long range plans must also be developed - but with the additional requirement that a separate long-range bicycle plan be prepared and integrated into transportation plans for the state. In this area, King County RoadShare has been very active in the past year, having had its coordinator serve as chair of the State Transportation Plan Subcommittee for Bicycle Transportation. This subcommittee's recommendations were adopted in December of 1991 by the State Transportation Commission, and will serve as the basis for the development of the State of Washington Bicycle Plan, which was mandated by the State Legislature during the 1991 session.

There is currently no regional bicycle program or planning function at the regional level in the Puget Sound region. METRO is attempting to integrate bicycle and pedestrian elements in the draft Regional Transportation Plan, and the Puget Sound Regional Council does cite nonmotorized need and demand in the Vision 2020 document.

BICYCLE TRANSPORTATION AND PEDESTRIAN WALKWAYS

Section 1033 of the ISTEA amends Section 217, the bicycle language written in 1973, under which states are given the option of spending up to \$4.5 million of highway funds on bicycle and pedestrian projects. While this option is retained (without the \$4.5 million cap), the federal match has

dropped from 100 to an 80/20 match, in line with other match levels in the legislation. Also retained is the authority to spend these funds on non-construction projects, in line with sections 1006 and 1007 of the new program.

In addition, the ISTEA adds new provisions to Section 217, including:

- (d) Every state will be required to appoint a pedestrian and bicycle coordinator in its transportation department and shall use federal funds to pay for the position.
- (e) The federal share for bicycle and pedestrian facilities shall be 80 percent, as for other categories of expenditure.

A bicycle transportation facility must be principally for transportation rather than recreation purposes. A bicycle transportation facility means "new or improved lanes, paths, or shoulders for the use of bicyclists, traffic control devices, shelters and parking facilities for bicyclists".

The WSDOT is establishing a bicycle program coordinator position as an element of the State legislation referenced earlier. Of note here is the definition of facilities and the authority to use federal funds for development of staff positions. The definition of transportation (as opposed to recreational) facilities is generally quite broad, and usually only eliminates circular paths (such as the one at Green Lake in Seattle). Washington is one of the few states which has used Section 217 funds, in part for construction of the trail facilities in the 1-90 project.

Other eligible elements of the ISTEA for bicycle and pedestrian projects include:

- Highway Safety Program (S.402)**
- Recreational Trails (S.1302)**
- Scenic Byways (S.1047)**
- Federal Transit Act Amendments(S.3012)**

While most of the direct impact of the ISTEA will be felt by agencies at the state and metropolitan level, the federal government has now mandated the inclusion of nonmotorized transportation in funding programs made available to state government, and has broadened the list of programs in which bicycle and pedestrian facilities and programs are considered eligible expenditures. Clearly, King County Public Works and the City of Seattle are ahead of the intent of the Congress in having established nonmotorized

programs on-line. The WSDOT has also taken the first steps towards the establishment of such a program within the past year, at the direction of the State Legislature.

The area where ISTEA will be felt most strongly in Washington is in the arena of regional transportation planning. The Puget Sound Regional Council (and the PSCOG before it) had little or no programs or policies established for nonmotorized transportation before the ISTEA passage, and is now directed to establish fully developed programs. As mentioned in the text, Pierce County is in the very early stages of developing a bike program, and neither Metro, Pierce Transit, or Community Transit have any formal nonmotorized program (although Pierce Transit has been studying these issues closely in the past two years). Regardless of the result of this year's legislative proposals to establish a new transit and land use agency for the Puget Sound region, it can be expected that King County will be asked to take a leadership role in the establishment of the programs and initiatives described in the new transportation bill.

EDUCATION AND ENFORCEMENT IMPLEMENTATION EFFORTS

Consistent with the intent of this plan to integrate nonmotorized transportation programs into existing County programs and initiatives, the following recommendations are made to continue to educate the public about the role of nonmotorized transportation throughout King County.

- I-11 The County should, in conjunction with local jurisdictions, law enforcement, and both the nonmotorized and automobile communities develop a comprehensive and integrated information and education process aimed at highlighting issues, programs, and the potential of nonmotorized transportation.**

Additional activities which support the education and information goals of the plan include:

- Continued updating and publication of the King County Bicycle Guidemap
- Annual publication of Nonmotorized Accident Report
- Cooperation with transit providers on development of information resources relating to multi-modal commuting
- Development of program for implementation at employment centers which promotes bicycle commuting, focusing on employee education and facility development

- Continued support of education efforts in the elementary classroom relating to traffic safety and pedestrian/bicycle skills development
- Continued support for bicycle helmet promotion efforts

The continuation of the existing activities cited above will serve to provide a broadened foundation for the development of more refined and effective plans, policies, and programs designed to promote nonmotorized transportation as a regular and accepted element of the King County Transportation System. Most of the educational recommendations build upon recent experience in the Seattle/King County area in which user behavior has been shown to improve after exposure to a well thought out and well presented educational program.

Accompanying any educational program, however, is the recognition that nonmotorized transportation must adhere to the same set of traffic regulations as other users. The following recommendation represents an effort to combine law enforcement with education in the effort to reduce moving violations (and their accompanying cost in injury and property damage) in the County:

- I-12 The County, in conjunction with local law enforcement, justice, and traffic safety agencies, should develop an "offender's program" of bicycle and pedestrian safety education as an alternative to fines as punishment for citations issued.**

Such a program offers a pro-active alternative to fines for the offender, an alternative in which users (many of whom have never been exposed to any formal traffic safety education specific to bicycling or pedestrian education) can receive skills which are necessary for safety in traffic. Such an alternative has been promoted as a proactive means for police to enforce the law without the hesitation of issuing an expensive citation for what many might perceive to be a "peripheral" infraction.

Implementation Recommendations For County Facilities

While the development of policies in this document are intended to be applied throughout unincorporated King County and perhaps to serve as a model for other jurisdictions throughout the region, it bears noting that the County should lead by example in promoting nonmotorized transportation. The County is already a national leader in this respect, having implemented a wide variety of facility improvements and programs intended to make County buildings more accessible to both employees and citizens who care to arrive on bike or foot.

Whether in the implementation of a bicycle fleet as an alternative to auto usage in the County Motor Pool (an idea since replicated in public agencies across the United States), or in the provision of lockers, showers, and employment policies (such as flex-time) which support bicycle commuting, the County has and should continue to demonstrate its commitment to alternative forms of commuting.

- I-13 The County should actively seek new means to reduce the barriers to bicycle and pedestrian transportation at County facilities, including but not limited to:**

Short and long term parking for bicyclists should be provided at all County facilities, commensurate with the potential for encouraging bicycle commuting and to with the County by bicycle, while shower and locker facilities should be provided at major County facilities (greater than 100 employees) to support bicycle commuting.

Funding From Private Sources

While funding for the projects and initiatives described in this plan is generally intended to come from public sources, numerous private corporations and non-profit foundations have been very active in supporting a variety of initiatives associated with the promotion of nonmotorized transportation. The County can benefit from pursuing start-up revenues from these sources when implementing these concepts.

- I-14 The County should pursue grants from private corporations and foundations to support new initiatives in the field of nonmotorized safety and access.**

Examples of the types of initiatives which might be funded from private sources include education and information programs and materials, dedication of funds for the acquisition of pathway right of way, development funds for the initiation of a offenders education program, and installation of bicycle parking facilities at areas which generate high bicycle usage.

PLAN REVIEW AND UPDATE

A critical mandate of the 1985 King County Comprehensive Plan is the requirement of institutionalizing on-going review, update, and active citizen participation in the planning process. The Nonmotorized Transportation Plan is intended to be an "active" plan, subject to a continuous process of refinement to meet the changing needs of the County and of nonmotorized transportation.

- U-1 The King County Nonmotorized Transportation Plan when adopted will become an element of the King County Transportation Plan (KCTP), and its policies and recommendations will be subject to the same process of review and refinement as other KCTP elements.**

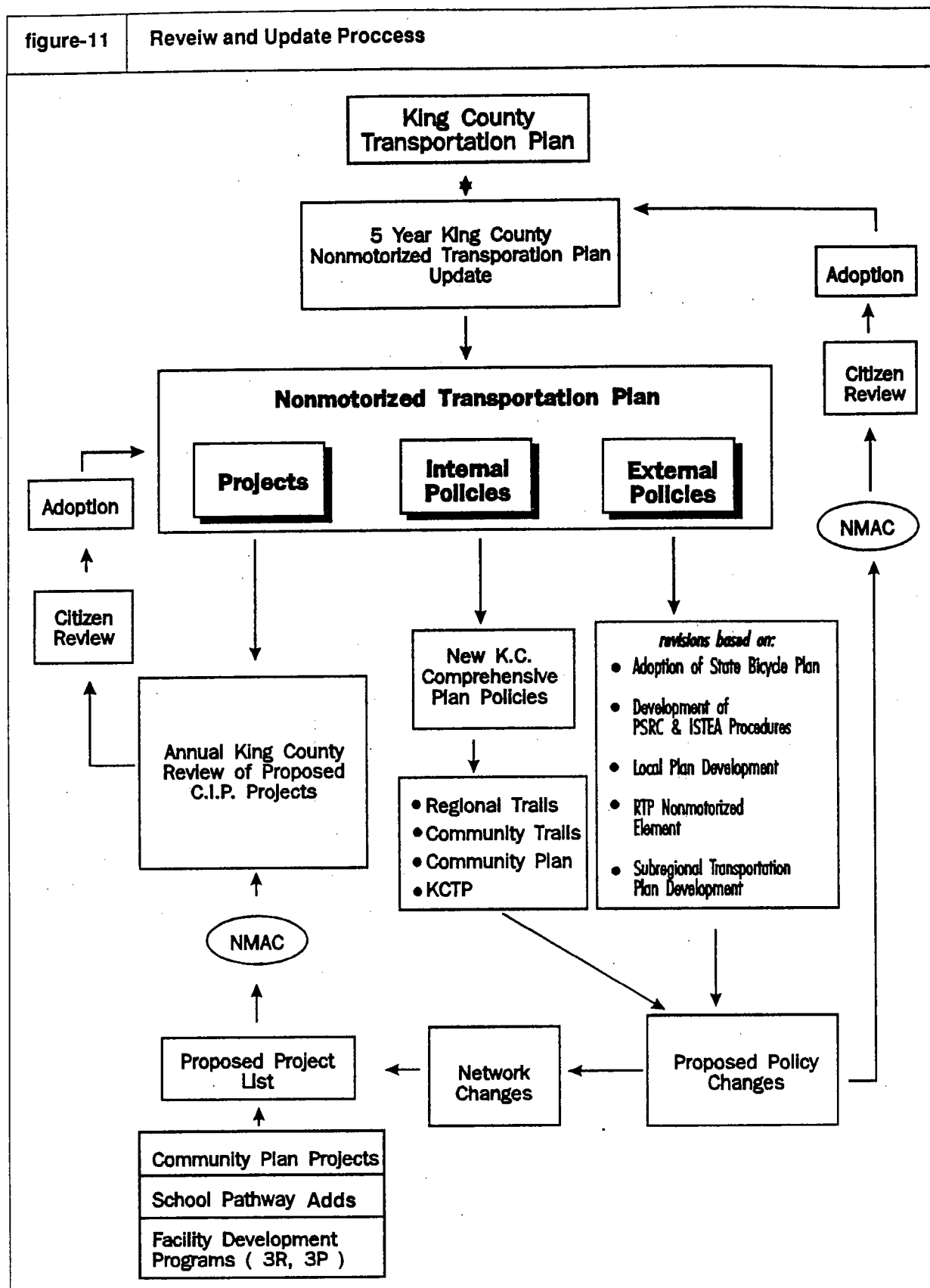
The King County Transportation Plan is the main policy document which addresses general transportation issues in the County. As a mandated element of the Comprehensive Plan, the KCTP is subject to a continuous public comment and refinement process, particularly in light of the role it plays in annually prioritizing the County's identified transportation needs and proposed capital projects. As an element of the KCTP, the Nonmotorized Transportation Plan is to be incorporated in this process as the policies and recommendations of the nonmotorized plan are to be integrated into future updates of the KCTP and the Comprehensive Plan.

PLAN UPDATES - PROJECTS & POLICIES

There are three types of products of the nonmotorized transportation plan which require ongoing review and development. These include:

- 1) Projects which are recommended by the plan,
- 2) Policies relating to the internal operations of the County; and
- 3) Policies which reflect mandates generated by other agencies, governments, and local jurisdictions which affect the environment for nonmotorized transportation in the County.

Each of these three elements is subject to change and public review, as conditions, enabling legislation, and funding programs change. The following sections outline how this review will be conducted for each of the three review areas.



Update procedures - Projects

As an element of the KCTP, the project recommendations listed in this plan are subject to both internal and public review on an annual basis. This process is essential to the annual development of the six year capital improvement program. While the elements which create the need to change project descriptions or to add and delete projects are defined through the policies of this plan, the actual review of these proposed changes should be integrated into the overall annual review of transportation projects to the greatest degree possible.

Elements that drive project changes include project recommendations from a number of programs throughout King County Government, including the Pedestrian Priority Process (PPP) initiative, projects which are funded through the Repair, Rehabilitation, and Restoration (3R) Program, Road Maintenance Overlay Program, and the School pathways Program. Each of these County programs generates projects which, while valuable to the public, may have costs or definitions which range beyond the intent of the particular funding source. These project suggestions should be reviewed to assess their suitability to be considered as a "stand-alone" project in the Transportation Needs Report (CIP Priority Process), with the intent of eventually including the project in the six year road improvement program.

Other projects are generated from newly adopted Community Plans, other functional plans (such as Regional Trails, and Community Trails), outside agency review and public comment.

The annual list of nonmotorized projects to be considered for review in the annual CIP assessment process should be reviewed by the Nonmotorized Transportation Advisory Committee (NMAC) prior to inclusion in the general list of projects to be studied by County staff. Projects are then presented to the public and to outside agencies for comment before inclusion in the CIP.

Update procedures - Internal Policies

The review and development of new policies relating to nonmotorized transportation issues in King County are intended to be reviewed on a schedule consistent with the review procedures of the KCTP. The Nonmotorized Transportation Plan as a document should be reviewed on this same schedule.

Many County programs and planning efforts will generate the need for new and revised policies, including the King County Regional Trails Plan, development of the King County Community Trails Plan, and the on-going Community Planning Process. Special planning programs which

include nonmotorized elements (such as the Zoning Code Update, Arterial HOV Study, and development of the King County Trip Reduction Ordinance) also will create the need for revision of the policies and recommendations of this plan.

The development of new and revised policies should integrate the active involvement of the NMAC, as well as the citizen review process of the KCTP and the Comprehensive Plan.

Update procedures - External Policies

Perhaps the greatest need to review and modify the policies and recommendations of this Plan will be generated by the development of nonmotorized transportation plans and programs outside of King County Government. Development of plans at the state, local, regional, subregional, and even the federal levels of government will directly affect the issues and recommendations of the King County Nonmotorized Transportation Plan.

The adoption of ISTEA (Chapter 7) by the federal government will have the effect of mandating the development of nonmotorized transportation plans by states, metropolitan planning organizations, and by any other agency seeking ISTEA funding for nonmotorized transportation projects and programs. If the King County Nonmotorized Transportation Plan is to serve as a framework for other local nonmotorized plans, it must remain current to issues and policies of these jurisdictions.

Much of this coordination effort is an on-going responsibility of the King County Roadshare Program, yet it must also be reflected in the review of the King County Transportation Plan. The development of nonmotorized plans by both the Puget Sound Regional Council and the Washington State Department of Transportation will define how the application of the policies of this plan will translate into project funding per the direction of ISTEA.

Any development of a regional high capacity transit system will have significant implications for the potential of nonmotorized transportation in the region. The adoption of the Regional Transit Program should include a number of policies and recommendations more detailed than those contained in this plan relative to nonmotorized integration into the proposed transit system, and those refined policies and projects should be integrated into this plan.

Lastly, the development of subregional planning programs such as the Eastside Transportation Program should reflect the nonmotorized transportation plans of affected jurisdictions, including the County. Development of policies and programs consistent with the adopted King County Nonmotorized Transportation Plan should be a goal of the County's involvement in the development of subregional transportation plans.

1992 NONMOTORIZED TRANSPORTATION PROJECT PROPOSALS

The following listing of project proposals reflects the policies and proposals set forth in the 1992 King County Nonmotorized Transportation Plan. As described in the previous chapter, these proposals are intended to be reviewed and (if necessary) modified annually in concurrence with the policies of both the nonmotorized and King County transportation plans.

DEVELOPMENT OF BICYCLE PROJECT PROPOSALS

The development of project listings is based on several principles, each of which support the integration of bicycle and pedestrian facilities into universal design of transportation facilities in the County. The first such principle recognizes that walking and bicycling occurs in varying degrees on all streets and roads in King County unless expressly prohibited, such as on a limited access freeway. As such, all streets should be considered as nonmotorized transportation facilities, with design and maintenance considerations developed accordingly. This philosophy has been adopted for bicycle facilities through both AASHTO and the State of Washington Bicycle Policy Plan.

The second principle is that specific facility improvements should be focused upon a network of key bicycling streets, whose purpose it is to provide access to the types of residential, commercial, institutional, and industrial areas and land uses cited in the Comprehensive Plan and in the Transportation Plan. Such a network was developed as a function of the King County Bicycling Guidemap. The Bicycle System Plan Map is the arterial network as described above. The designation of roads on this network is based on input from a number of sources, including:

- King County Arterial Network**
- The Comprehensive Plan**
- Project Listings in the Transportation Needs Report**
- Existing bicycle facilities**
- The Adopted Bicycle Network of the Eastside Transportation Plan**
- Local Bicycle and Trails Plans**
- King County Community Plans**
- The Draft Regional Trails Plan**
- WSDOT Bicycle System (including all state highways in King County)**
- Citizen input, including:**
 - King County Nonmotorized Transportation Advisory Committee**
 - Local Bicycling Clubs and Organizations**
 - Citizen comment at annual Transportation Needs Report open houses**

The draft bicycle network was then reviewed by staff, local cities, and citizens before development in the Guidemap project.

Once a street has been selected for inclusion in the network, research into road characteristics of interest to bicycle transportation is then measured and collected in a data base format. The data is then summarized in "suitability classifications" which describe road conditions on the particular link. Information collected in this process includes:

- Road Width
- Outside lane Width
- Presence and condition of shoulders
- Width of shoulders
- Posted speed limits
- Traffic volume
- Accident history
- Pavement condition
- Existing bicycle facilities
- Unusual or complex intersections
- Other bicycle traffic hazards
- Topography

While the listing of a road or street in the network does not necessarily ensure that a project will be developed, the network serves as the basis for the prioritization of project proposals for the King County Transportation Plan. The network is continually reviewed by staff and the advisory committee, and changes are proposed based upon the factors listed above.

State highways are shown comprehensively in this network, including those upon which bicycles and pedestrians are not permitted. This is done for several reasons. First, the state highway system is the basis, naturally enough, of the State Bicycle Network as established by the WSDOT. Second, it is the current policy of the WSDOT that they will not consider the development of a bicycle or pedestrian facility on, along, or across a state highway unless that state highway is represented in an adopted local or county bicycle plan (such concurrence is also an element of recently enacted federal transportation legislation). Finally, even if a state highway does not and will not provide access for nonmotorized transportation, the right of way represented by that highway can in and of itself constitute a barrier to nonmotorized access to the different communities and destinations desired to be served by nonmotorized transportation. The identification of these barriers in the network allows for development of physical improvements which can significantly improve both bicycle and pedestrian access and utilization both along and across these corridors.

DEVELOPMENT OF PEDESTRIAN PROJECT PROPOSALS

The definition of a “network” of key streets for pedestrian facilities is significantly more difficult than the process involved in the identification of key bicycling streets. Pedestrians have an almost unlimited mobility, have travel patterns which are not defined by the arterial status of a given street, yet are almost as subject to the impediments created by access barriers as are bicyclists and equestrians.

While the list of desired land uses, facilities, and destinations to be served by pedestrian facility development is almost infinite, guidelines to the prioritization of these facilities are defined in the Comprehensive Plan as being the same as for bicycle facilities. As with bicycle facilities, current prioritization of facilities for inclusion in the Capital Improvement Program priority process is based upon location on the King County Arterial Network. Separate programs for development of pedestrian pathways and access improvements do exist (see Chapter Four), but funds are assigned to specific projects based upon criteria specific to the proposed site of the facility, and not to the development of a comprehensive pedestrian access system.

As a result, the Community profiles cite generalized access needs, and propose projects based upon needs in more generalized corridors than those established for bicycle transportation. Development by the County of both a Community Trails Plan (see Chapter Seven) and the development by the County of a comprehensive inventory of both existing pedestrian facilities and road right of way resources will provide more detailed direction for the planning and development of specific projects. Factors considered in the development of the project proposals for pedestrians include:

- Road Width
- Presence and condition of shoulders, sidewalks, and pathways
- Width of shoulders
- Posted speed limits
- Traffic volume
- Accident history
- Existing pedestrian facilities
- Unusual or complex intersections
- Other Pedestrian Barriers
- Access to the Regional Trail System
- King County Arterial Network
- The Comprehensive Plan
- Project Listings in the Transportation Needs Report
- King County Community Plans
- Citizen input, including:
- King County Nonmotorized Transportation Advisory Committee
- Citizen comment at annual Transportation Needs Report open houses

DEVELOPMENT OF EQUESTRIAN PROJECT PROPOSALS

Project recommendations for equestrian facilities are based upon the designation of Equestrian Communities defined in Chapter Five. Within these communities, project recommendations reflect identification of unpaved shoulders to be preserved, development of unpaved shared neighborhood pathways, and the development of parallel separated trail facilities. Outside of Equestrian Communities, project recommendations focus upon linkage of equestrian facilities and trails to these identified communities, with an emphasis on providing access to the regional trails system.

PROJECT COSTS

Figures 12 and 13 represent a summary of the identified projects developed as a result of the Nonmotorized Transportation Plan process. The costs shown assume independent (nonmotorized facilities only) development of individual projects through the Roads Division Capital Improvement process. Shoulder development projects implemented through the Pavement Management System could significantly reduce the costs of these projects.

Nonmotorized elements of larger roadway capacity improvement projects are not included in the itemized projects costs below. Most of the balance of projects (\$716.60 million) do include nonmotorized elements.

Figure 12 1992 Nonmotorized Transportation Project Proposals				
Project Description	Number of Projects	Number of Miles	King County Cost (millions)	Total Cost (millions)
Existing Nonmotorized Projects	159	406.86	\$ 83.4	\$126.5
New Proposed Nonmotorized Projects	59	60.53	\$ 15.3	\$ 42.3
Total Nonmotorized Projects	218	467.9	\$ 98.70	\$168.80
All TNR Projects	1044	N/A	\$815.3	\$2849.9

Figure-13 Community Planning Area Projects			
Community Planning Area	Total Projects	King County Cost (millions)	Total Cost (millions)
Bear Creek	4	\$ 3.9	\$ 3.9
East Sammamish	7	\$ 2.3	\$ 6.1
Eastside Cities	7	\$ 0.7	\$ 15.5
Enumclaw	12	\$ 7.9	\$ 9.3
Federal Way	12	\$ 6.1	\$ 9.7
Green River Valley	12	\$ 13.3	\$ 30.7
Highline	42	\$ 3.9	\$ 18.2
Newcastle	7	\$ 3.6	\$ 4.6
Northshore	22	\$ 3.5	\$ 8.5
Shoreline	33	\$ 10.3	\$ 12.9
Snoqualmie	14	\$ 6.1	\$ 12.4
Soos Creek	17	\$ 10.4	\$ 10.4
Tahoma/Raven Heights	17	\$ 18.3	\$ 18.3
Vashon	12	\$ 8.3	\$ 8.3
Total	218	\$98.70	\$168.80

PROJECT LIST

Following is the listing of all nonmotorized project needs currently identified in unincorporated King County. Projects in the recently incorporated cities of Burien and Woodinville are also included. Projects will be selected from this list to be funded for construction based on a priority process system. Projects are typically funded through the Capital Improvement Program or through maintenance funds, specific nonmotorized funds, or through other sources.

Projects are organized by community planning area into three categories:

- 1) Existing Projects - Projects already listed in the County transportation priority process through 1991. Project elements in boldface were added during development of the Nonmotorized Transportation Plan. They will be incorporated into the priority process in 1993.
- 2) New 1992 Projects - Projects added during the 1992 County transportation priority process in coordination with the development of the Nonmotorized Transportation Plan.
- 3) Proposed 1993 Projects - Projects to be added in the 1993 County transportation priority process.

CHAPTER 9

Projects preceded by a '\$' are currently funded for construction. Costs in (\$) are County costs while costs in [\$] are total project costs. Where the two costs are different, jurisdiction is shared with other agencies. The responsible agencies are listed in the project description.

The project list represents identified transportation planning needs. In many cases, further detailed study is required to determine if projects are feasible from an environmental, financial or cost benefit perspective and to determine the specific design requirements for the project.

NONMOTORIZED PROJECT LIST

BEAR CREEK

EXISTING PROJECTS

B-2.2 (\$6,245,000) [\$6,245,000]

SEIDEL RD/NE 133 ST

From: BEAR CREEK RD

To: 228 AVE NE

Distance: 2.00 Miles

Priority - Medium

King County

Private

-Widen To Three Lanes

Construct Curb, Gutter, Sidewalk

Construct Bike Lane

Construct Equestrian Facility

B-5.1 (\$3,077,000) [\$3,077,000]

UNION HILL RD

From: 208 AVE NE

To: 238 AVE NE

Distance: 2.13 Miles

Priority - High

King County

-Widen Travel Lanes

-Pave Shoulders

-Provide Equestrian Facility

\$B-6 (\$2,777,000) [\$2,777,000]

NE 133 ST REALIGNMENT

From: NE 133 ST

To: AVONDALE RD

Distance: 0.64 Mile

Priority - High

K.C. CIP # - 101088

King County

-Realign Roadway

-Widen to Four/Five lanes

-Construct Curb, Gutter, Sidewalk

-Construct Bike Lane

B-8 (\$2,307,000) [\$2,307,000]

WOODINVILLE-DUVALL RD

From: AVONDALE RD

To: SR-203

Distance: 4.90 Miles

Priority - High

King County

-Pave Shoulders

-Provide Equestrian Facility

\$B-9 (\$8,660,000) [\$8,660,000]

AVONDALE RD

From: NE 133 ST

To: WOODNVLE-DUVALL RD

Distance: 2.65 Miles

Priority - High

K.C. CIP # - 101591

King County

-Widen To Three Lanes

Construct Bike Lane

Construct Curb, Gutter, Sidewalk

-Provide Equestrian Facility

\$B-11 (N/C)

WOODINVILLE-DUVALL RD

From: 178 AVE NE

To: 190 AVE NE

Distance: 0.50 Mile

Priority - High

K.C. CIP # - 100591

King County

-Reconstruct Shoulders

Spot Paving of Shoulders

B-14 (\$598,000) [\$598,000]

PARADISE LAKE RD

From: WOODINVILLE-DUV RD

To: COUNTY LINE

Distance: 1.80 Miles

Priority - Medium

King County

-Pave Shoulders

B-17 (\$2,551,000) [\$2,551,000]

AMES LAKE RD

From: UNION HILL RD

To: SR-202

Distance: 1.90 Miles

Priority - Low

King County

-Realign Roadway

-Widen Travel Lanes

-Pave Shoulders

B-22 (\$1,117,000) [\$1,117,000]

NOVELTY HILL RD

From: W SNOQ VALLEY RD

To: 1/2 MILE WEST

Distance: 0.50 Mile

Priority - Low

King County

-Reconstruct Roadway

-Pave Shoulders

\$B-23 (\$3,377,000) [\$3,377,000]

NE UNION HILL RD

From: 198 AVE NE

To: 208 AVE NE

Distance: 0.95 Mile

Priority - High

K.C. CIP # - 100784

King County

-Realign Roadway

-Add Hill Climbing Lane

-Construct Curb, Gutter, Sidewalk

Construct Bike Lane

B-24.2 (\$ 1,389,000) [\$ 1,389,000]
204 PL NE/208 AVE NE (CONST)
From: SR-202 RED-FALL RD
To: NE 67 ST
Distance: 0.90 Mile

Priority - Medium

King County

-Reconstruct Roadway
-Pave Shoulders

\$B-29 (\$ 1,822,000) [\$ 1,822,000]
AVONDALE RD
From: REDMOND C/L
To: NE 132 ST
Distance: 1.94 Miles

Priority - High
K.C. CIP # - 100290

King County

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Upgrade Traffic Signal
-Construct Bike Lane
-Construct Curb, Gutter, Sidewalk
-Replace Bridge

B-41 (\$ 960,000) [\$ 960,000]
AMES LK-CARNATION RD
From: UNION HILL RD
To: NE 80 ST
Distance: 1.50 Miles

Priority - Low

King County

-Pave Shoulders

B-43 (PRIVATE) [\$ 5,555,000]
NOVELTY HILL MPD ARTERIALS
From: VARIOUS LOCATIONS
To:
Distance: 3.00 Miles

Priority - Low

Private

-Construct New Road
-Construct Curb, Gutter, Sidewalk
Construct Bike Lanes on Arterials

B-56.1 (\$2,650,000) [\$2,650,000]
NOVELTY HILL RD
From: AVONDALE RD NE
To: 196 ST NE
Distance: 1.00 Mile

Priority - Medium
K.C. CIP # 100992

King County
Private

-Widen To Three Lanes
-Pave Shoulders
-Turn Channels
-Stripe Bike Lane on Shoulder

B-56.2 (\$4,602,000) [\$4,602,000]
NOVELTY HILL RD
From: 196 ST NE
To: NOVELTY HILL MPD
Distance: 1.9 Miles

Priority - Medium
K.C. CIP # 100992

King County
Private

-Widen To Five Lanes
-Pave Shoulders
-Turn Channels
-Stripe Bike Lane on Shoulder

B-63 (\$ 1,653,000) [\$ 1,653,000]
236/238 AVE NE
From: SR-202
To: NE 80 ST
Distance: 2.10 Miles

Priority - Low

King County
Private

-Reconstruct Roadway
-Realign Roadway
-Pave Shoulders

B-64 [\$ 449,000]
NE 149/150 ST
From: MINK RD
To: 204 AVE NE
Distance: 0.50 Mile

Private

-Construct New Road
-Provide Equestrian Facility

NEW 1992 PROJECTS

B-70 (STATE)
SR 202
From: 244 AVE NE
To: TOLT HILL RD
Distance: 2.43 Miles

Priority Low

Washington State Dept. of Transportation

Pave Shoulders

PROPOSED 1993 PROJECTS

B-73

UNION HILL RD

From: 238 AVE NE

To: AMES LAKE CARNATION RD

King County

Pave Shoulders

B-74

BEAR CREEK RD

From: Avondale Rd

To: Seidel Rd

King County

Construct Neighborhood Pathway

B-75

MINK RD

From: Bear Creek Rd

To: Woodinville Duvall Rd

King County

Construct Neighborhood Pathway

B-76

NE 116 ST

From: Avondale Rd

To: Redmond Watershed Property

King County

Construct Neighborhood Pathway

EAST SAMMAMISH

EXISTING PROJECTS

ES-2.2 (\$ 1,307,000)
EAST LAKE SAMMAMISH TRAIL (RR)
From: SE 56 ST
To: REDMOND CITY LIMITS
Distance: 9.00 Miles

Priority - Medium

King County

-Construct Multi-purpose Trail

SES-2.4 (\$ 262,000)
E LK SAM PKWY INTERSEC/SHLDR
From: LEWIS THOMPSON RD
To: REDMOND C/L

Priority - High
K.C. CIP # - 200181

King County

-Traffic Signal
-Turn Channels - North & South Legs
-Pave Shoulders
Replace Bridge
Stripe Bike Lane on Shoulder

SES-5.1 (\$ 124,000)
SE 56 ST
From: Issaquah East C/L (221 AVE SW)
To: East Lake Sammamish Pkwy

Priority - High
K.C. CIP # - 200889

City of Issaquah - Lead
King County *

-Widen Curb Lane for Bicycles
-Construct Walkway/Pathway
Reconstruct Bridge

SES-6.2 (\$ 2,498,000)
E. LK SAMMAMISH PKWY (DESIGN)
From: SE 56 ST
To: I-90
Distance: 0.44 Mile

Priority - High
K.C. CIP # - 200690

King County

-Conduct Feasibility/Needs Study to
-Widen to Seven lanes
-Interconnect Traffic Signals
-Construct Curb, Gutter, Sidewalk
-Construct Bike Lane

ES-6.3 (\$ 2,498,000)
E. LK SAMMAMISH PKWY (CONSTR)
From: SE 56 ST
To: I-90
Distance: 0.44 Mile

Priority - High

King County

-Widen to Seven lanes
-Interconnect Traffic Signals
-Construct Curb, Gutter, Sidewalk
-Construct Bike Lane

ES-6.4 (\$ 2,498,000)
E. LK SAMMAMISH PKWY (CONSTR)
From: SE 56 ST
To: I-90
Distance: 0.44 Mile

Priority - High

King County

-Widen to Five lanes from SE 56 St to
Vaughn Hill Rd
-Widen to Seven lanes from Vaughn Hill
Rd to I-90
-Interconnect Traffic Signals
Construct Curb, Gutter, Sidewalk
-Construct Bike Lanes
Construct Northbound HOV Lane
Construct HOV Lane Vaughn Hill Rd SWB,
on to ELSP SB, and on to I-90 WB Ramp)

SES-10.2 (\$ 9,455,000)
228 AVE NE/SE PH I (EIS/DESIGN/
CONST)
From: INGLEWOOD HILL RD
To: ISSAQ-PINE LK RD
Distance: 2.31 Miles

Priority - High
K.C. CIP # - 200295

King County

-Widen to Four Lanes
-Turn Channels - North & South Legs
Construct Bike Lanes
Construct Curb, Gutter, Sidewalk

SES-10.3 (\$30,000)
228 AVE NE/SE PH I
From: INGLEWOOD HILL RD
To: ISSAQ-PINE LK RD

Priority - High
K.C. CIP # - 200295

King County

Construct Equestrian Facility from SE 20
ST to SE 24 ST, and SE 4 ST to SE 8 ST,
one side

SES-12.1 (\$ 5,093,000)
ISSAQUAH PINE LAKE RD PH I (EIS/
DESIGN/CONST)
From: 228 Ave SE
To: Black Nugget Road
Distance: 1.00 Mile

Priority - High
K.C. CIP # - 200291

King County

Determine Corridor Needs

\$ES-12.2 (\$ 5,093,000)
ISSAQUAH PINE LAKE RD PH I (EIS/
DESIGN/CONST)
From: SE 43 ST (KLAHANIE)
To: ISS-FALL CITY RD
Distance: 1.00 Mile

Priority - High
K.C. CIP # - 200291

King County

-Widen to Three Lanes
-Traffic Signal, Turn Channels
-Construct Curb, Gutter, Sidewalk
Construct Bike Lane

\$ES-12.4 (\$ 5,360,000)
ISSAQUAH PINE LAKE RD PH II
From: SE 43 ST (KLAHANIE)
To: 228 AVE SE
Distance: 1.29 Miles

Priority - High
K.C. CIP # - 200494

King County

-Widen to Three Lanes
-Turn Channels - North & South Legs
Construct Bike Lane
-Construct Curb, Gutter, Sidewalk
-Provide Equestrian Facility from Laughing
Jacobs Creek Trail to Klahanie Loop Trail
(.3 miles)

\$ES-13 (\$ 24,000)
ISS-FALL CITY RD
From: BLACK NUGGET ROAD
To: ISSAQUAH PINE LAKE ROAD
Distance: .5 mile
Priority - High
K.C. CIP # - 200291

King County

-Intersection/Operational Improvement
-Pedestrian Crossing Signals at Black
Nugget Rd
Improve Sight Distance
Left Turn Channel

\$ES-15.1 (\$ 5,833,000)
ISSAQUAH-FALL CITY RD
From: KLAHANIE BLVD
To: ISSAQ-PINE LK RD
Distance: 1.00 Mile

Priority - High
K.C. CIP # - 200195

King County
Private

-Widen to Four Lanes
-Turn Channels - E & W Legs
-Construct Bike Lane
-Construct Curb, Gutter, Sidewalk N Side
-Construct Neighborhood Pathway on
South Side
(Note: This is the Urban/Rural Line)

ES-15.2 (\$ 4,813,000)
ISS-FALL CITY RD/DUTH HILL RD
From: Klahanie Blvd
To: 272 PL SE
Distance: 1.50 Miles

Priority - Low

King County
Private

Provide Left Turn Lane
Pave Shoulders
Stripe Bike Lane on Shoulders
Construct Walkway/Pathway
(Note: This is the Urban/Rural Line)

ES-15.3 (\$ 3,775,000)
SE 27 ST (DUTHIE HILL RD)
From: 272 PL SE
To: SR-202
Distance: 1.50 Miles

Priority - Low

King County

-Add Hill Climbing Lane
Provide Left Turn Lane
-Pave Shoulders

ES-19.1 (PRIVATE)
SAHALEE RING RD
From: NE 37 WY
To: NE 19 PL
Distance: 1.30 Miles

Priority - Low

Private

-Construct New Road
-Construct Curb, Gutter, Sidewalk

ES-21 (\$ 6,059,000)
228 AVE SE/SE 43 WY
From: E LK SAMM PKWY
To: ISSAQ-PINE LK RD
Distance: 2.30 Miles

Priority - High

King County

-Widen to Four Lanes
-Construct Bike Lanes
-Construct Curb, Gutter, Sidewalk

ES-29 (\$ 797,000)
SE 8 ST/218 Ave SE/SE 4 ST
From: 228 AVE SE
To: 212 AVE SE
Distance: 1.00 Mile

Priority - Low

King County

-Reconstruct Roadway
-Construct Neighborhood Pathway

ES-31 (STATE)
SR-202
From: E. LAKE SAMMAMISH
To: SAHALEE WAY
Distance: 2.00 Miles

Priority - High

Washington State Dept. of Transportation

Widen to Four/Five Lanes
Pave Shoulders
Stripe Bike Lane on Shoulders
Improve Transit/HOV Operations

ES-38 (\$ 112,000)
228 AVE SE @ SE 20 ST

Priority - High

King County

- Intersection/Operational Improvement
- Pedestrian/Equestrian Crossing Signals

ES-39 (\$ 95,000)
SAHALEE WY @ NE 25 WY

Priority - High

King County

- Intersection/Operational Improvement
- Pedestrian Crossing Signals

ES-44 (STATE)
ISSAQUAH-HIGH POINT TRAIL
Distance: 4.25 Miles

Priority - High

Washington State Dept. of Transportation

- Construct Multi-purpose Trail

ES-45.1 (PRIVATE)
LAUGHING JACOBS CREEK TRAIL
Distance: 1.5 Miles

Priority - Low

Private

- Construct Multi-purpose Trail
- Provide Equestrian Facility

\$ES-45.2 (\$ 1,408,000)
BEAVER LK TRL TRESTLE #422-A
From: SE 24 ST
To:

Priority - High
K.C. CIP # - 200389

King County

- Reconstruct Bridge
- Construct Walkway/Pathway

ES-46 (PRIVATE)
NORTHWEST PIPELINE TRAIL
Distance: 7.00 Miles

Priority - Low

Private

- Construct Multi-purpose Trail
- Provide Equestrian Facility

ES-47 (PRIVATE)
PUGET POWER POWERLINE TRAIL
Distance: 8.00 Miles

Priority - Low

Private

- Construct Multi-purpose Trail
- Provide Equestrian Facility

ES-48.1
EAST LAKE SAMMAMISH ACCESS ALT ACCESS STUDY
From: I-90
To: Sammamish Plateau

Priority - High
K.C. CIP # 101289

King County

- Conduct Feasability/Needs Study to:
- Construct New Road

ES-48.2 (\$20,000)
BEAVER LAKE LOOP RD
From: Duthie Hill Rd
To: 244 Ave SE Ext.
Distance: 4.5 miles

Priority - Medium

King County
Private

- Conduct Feasability/Needs Study to:
- Construct New Road

ES-48.4 (\$26,752,000)
EAST SAMMAMISH SOUTH ARTERIAL
From: I-90
To: SAMMAMISH PLATEAU
Distance: 4.5 miles

Priority - High

King County

- Construct Three Lane Arterial
- Construct Bike Lane
- Construct Curb, Gutter, Sidewalk

ES-49 (\$20,739,000)
244 AVE NE EXTENSION
From: NE 8 ST
To: SE 24 ST
Distance: 2.50 Miles

Priority - Low

King County
Private

- Construct Two Lane Arterial
- Intersection/Operation Improvement
- Construct Curb, Gutter, Sidewalk
- Construct Bike Lanes

ES-50 (\$ N/C)
SE 8 ST EXTENSION
From: 228 AVE SE
To: 244 AVE SE EXTENSION
Distance: 1.0 Mile

Priority -

King County
Private

- Construct Two Lane Arterial
- Construct Curb-Gutter-Sidewalk
- Construct Bike Lane

ES-53 (\$ 1,406,000)

SE 20 ST

From: 212 AVE SE

To: 228 AVE SE

Distance: 1.00 Mile

Priority - Low

King County

-Reconstruct Roadway
Construct Shoulders

\$ES-66.1 (\$ 2,055,000)

INGLEWOOD HILL RD

From: E SAMMAMISH PKWY

To: 212 AVE SE

Distance: 0.68 Mile

Priority - High

K.C. CIP # - 201191

King County

-Add Hill Climbing Lane
-Reconstruct Shoulders
-Pave Shoulders

ES-69 (\$ 2,033,000)

244 AVE NE

From: NE 8 ST

To: SR-202

Distance: 1.60 Miles

Priority - Medium

King County

-Add Hill Climbing Lane
Construct Curb, Gutter, Sidewalk
-Construct Bike Lane

ES-70 (\$ 1,366,000)*

NE 8 ST

From: 228 AVE NE

To: 244 AVE NE

Distance: 1.00 Mile

Priority - High

King County

Private

Construct Curb, Gutter, Sidewalk
Turn Channels
Construct Bike Lane

\$ES-72 (\$ 134,000)

228 AVE SE @ SE 24 ST

Priority - Medium

K.C. CIP # - 200992

King County

-Intersection/Operational Improvement
-Pedestrian Crossing Signals
-Traffic Signal

NEW 1992 PROJECTS

ES-73 (N/C)

SE 24 ST

From: 228 Ave SE

To: 244 Ave SE

Distance: 1.00 Miles

Private

-Pave Shoulders
-Construct Neighborhood Pathway
(Maintenance Project)

ES-74 (\$ 592,000)

212 AVE NE/SE

From: SE 4 ST

To: SE 34 ST

Distance: 2.0 Miles

Priority -Medium

King County

-Pave Shoulders
-Construct Neighborhood Pathway

ES-75 (\$7,686,000)

228 AVE NE/SAHALEE WAY

From: NE 37 ST

To: NE 8 ST

Distance: 3.5 Miles

Priority - Medium

King County

Widen to Three Lanes
Construct Curb, Gutter, Sidewalk
-Construct Bike Lanes

ES-78 (N/C)

SE HIGH POINT RD

From: 272 AVE SE

To: 280 AVE SE

Distance: 2.4 miles

Priority - N/C

King County

-Pave Shoulders
Install I-90 Bike Route Signing

ES-79 (STATE)

SR-900

From: DUVALL AVE SE

To: SR 90

Distance: 6.10 Miles

Priority - Low

Washington State Dept. of Transportation

Conduct Preliminary Design Study
Widen Roadway

PROPOSED 1993 PROJECTS

ES-32

SR 202

From: Sahalee Way

To: Bear Creek Arterial (236 Ave)

Priority - Medium

WSDOT

Widen to 4 Lanes

Pave Shoulders

Monitor HOV Demand

ES-66.2 (\$ N/C)

INGLEWOOD HILL RD (STUDY)

From: East Lake Sammamish Pkwy

To: 228 Ave NE

Distance: ? Mile

Priority -

King County

Conduct Feasibility Study to

-Widen to 4 lanes

Pave Shoulders

ES-75.2

228 AVE NE/SAHALEE WAY

From: NE 37 ST

To: SR-202

Distance:

Priority - NC

King County

Add Hill Climbing Lane

Pave Shoulders

ES-77 (N/C)

244 AVE SE

From: SE 24 St

To: SE 32 St

Distance:

Priority -

King County Dept of P.W.

King County Dept of P.P.&R.

-Widen Travel Lanes

-Construct Curb-Gutter-Sidewalk

-Construct Parallel Multi-Purpose Off-Road

Trail Part of Puget Power Trail - see ES-47

\$ES-80 (N/C)

SE 24 ST

From: 212 Ave SE

To: East Lake Sammamish Pkwy

Distance:

Priority -

King County

-Construct Neighborhood Pathway

\$ES-81 (N/C)
NORTH PLATEAU ACCESS STUDY

King County

Conduct Feasibility Study To

Widen to Four Lanes

Monitor Demand and Study

Transit/HOV Feasibility

Preserve Shoulder for Bicycles

ES-83 (N/C)

EAST/WEST BEAVER LAKE RD NON-MOTORIZED OPTIONS STUDY

From: SE 24 St

To: SE 32 St

Distance:

Priority -

King County

-Conduct Non-Motorized Options Study

ES -84 \$50,000

E LK SAMMAMISH PKWY/ VAUGHN HILL RD ACCESS STUDY

From: VAUGHN HILL RD

To: E LK SAMMAMISH PKWY

Priority - Low

King County

Conduct Feasibility Study

to Construct New Road

ES-85

NE 25 ST/WAY

From: SE 25 WAY (236 AVE)

To: 244 Ave NE

Priority - Low

Private

Construct 2 Lane Collector

ES 86

216/218 AVE SE

From: SE 4 ST

To: MAIN ST

Priority - Low

Private

Construct 2 Lane Neighborhood Collector

ES-87

TIMBERLINE RIDGE

From: NE 42 ST STUB

To: E LK SAMM PKWY/NE 50 ST

Priority - Medium

Private

Construct 2 Lane Collector

ES-88 \$2,043,000
I-90 FRONTAGE RD
From: E LK SAMM PKWY
To: SUNSET INTERCHANGE

Priority - Low

King County

Construct 3 Lane Minor Arterial
Construct Bike Lanes
Construct Curb, Gutter, Sidewalk

ES-91 \$729,000
E LK SAMM PKWY
From: SE 43 WAY
To: SE 212 ST

Priority - Medium

King County

Widen to 4 Lanes
Install Signal at SE 212 St
Construct Bike Lane

ES-96
SR 202
From: 236 AVE NE
To: 244 AVE NE (1000 ft E)

Priority - Low

WSDOT

Widen to 4 Lanes
Pave Shoulders

ES-98 (\$300,000)
EAST LAKE SAMMAMISH PKWY
Safety Study

Priority - High

King County

Safety Study
Address Circulation Needs
Determine Corridor Needs
Evaluate Operational Improvements
Pedestrian Crossing Signals
Construct Pedestrian Over/Under Crossing

EASTSIDE CITIES

EXISTING PROJECTS

EC-8 (STATE) [\$ 1,778,000]
SR-901(W SAMMAMISH PKWY)
From: BELL/RED RD
To: I-90
Distance: 7.60 Miles

Priority - High

King County
City of Redmond
City of Bellevue

-Pave Shoulders

EC-49 (JOINT) [\$ 621,000]
SR-908
From: I-405
To: 132 AVE NE
Distance: 0.95 Mile

Priority - High

Washington State Dept. of Transportation
City of Redmond
City of Kirkland

-Construct Curb, Gutter, Sidewalk

PROPOSED 1993 PROJECTS

EC-59
W. LAKE SAMMAMISH PKWY
From: @ Bridle Crest Trail Crossing

King County

Install Crosswalk and Signalization

ENUMCLAW

EXISTING PROJECTS

EN-2 (STATE) [\$ 223,000]
SR-164

From: 200 AVE SE
To: SE 408 ST
Distance: 2.30 Miles

Priority - Low

Washington State Dept. of Transportation

-Spot Paving of Shoulders

EN-4.2 (\$ 118,000)* [\$ 356,000]
SE 456 ST

From: SR-410
To: 244 AVE SE
Distance: 0.80 Mile

Priority - Low

City of Enumclaw
King County

-Pave Shoulders

EN-7.1 (STATE) [\$ 809,000]
SR-169

From: GREEN RIVER
To: SE 369 ST
Distance: 0.40 Mile

Priority - Medium

Washington State Dept. of Transportation

-Add Hill Climbing Lane
-Pave Shoulders

EN-7.2 (STATE) [\$ 1,001,000]
SR-169

From: GREEN RIVER
To: SE 354 ST
Distance: 0.50 Mile

Priority - Medium

Washington State Dept. of Transportation

-Add Hill Climbing Lane
-Pave Shoulders

EN-10.1 (\$ 474,000) [\$ 474,000]
244 AVE SE

From: SR-164
To: SE 456 ST
Distance: 1.00 Mile

Priority - High

King County

-Pave Shoulders on W Side
Construct Sidewalk on E side

\$EN-10.2 (\$ 1,245,000) [\$ 1,245,000]
244 AVE SE

From: SE 456 ST
To: SR-410
Distance: 0.90 Mile

Priority - High
K.C. CIP # - 400895

King County
City of Enumclaw

-Pave Shoulders on W side
-Construct Walkway/Pathway
Construct Sidewalk on E Side

\$EN-17.2 (\$ 267,000) [\$ 267,000]
SE GREEN VALLEY RD (STUDY)

From: SE 354 ST
To: SR-169
Distance: 2.25 Miles

Priority - N/C
K.C. CIP # - 400494

King County

-Conduct Feasibility/Needs Study to
-Pave Shoulders

EN-17.3 (\$ 700,000) [\$ 700,000]
SE GREEN VALLEY RD (CONSTRUCT)

From: SE 354 ST
To: SR-169
Distance: 2.20 Miles

Priority - High

King County

-Pave Shoulders
-Improve Sight Distance

EN-21 (\$ 423,000)* [\$ 564,000]
284 AVE SE

From: SR-410
To: SE 416 ST
Distance: 3.50 Miles

Priority - Medium

King County
City of Enumclaw

-Pave Shoulders

EN-22 (STATE) [\$ 201,000]
SR-169

From: ENUMCLAW-FRANKLIN RD
To: GREEN RIVER GORGE RD
Distance: 5.50 Miles

Priority - Low

Washington State Dept. of Transportation

-Spot Paving of Shoulders

EN-41 (\$ 2,525,000) [\$ 2,525,000]
VEAZIE-CUMB RD/PALMER RD
From: RETREAT-KANASKET RD
To: SE 416 ST
Distance: 9.00 Miles

Priority - Low

King County

-Pave Shoulders

EN-52 [\$ 30,000]
200 AVE SE
From: N FROM SE 400 ST
To:
Distance: 0.17 Mile

Private

-Reconstruct Shoulders

EN-53 [\$ 298,000]
SE 432 ST
From: 284 AVE SE
To: 268 AVE SE
Distance: 0.20 Mile

Private

-Reconstruct Shoulders

NEW 1992 PROJECTS

EN-59 (\$ 589,000) [\$ 923,000]
212 AVE SE
From: SE 384 ST
To: SE 358 ST
Distance: 1.71 Miles

Priority - Medium

King County

-Pave Shoulders
Equestrian Pathway

EN-60 (\$ 1,093,000) [\$ 1,093,000]
ENUMCLAW-FRANKLIN RD
From: FRANKLIN-CUMBERLAND
To: SR-169
Distance: 3.84 Miles

Priority - Low

King County

-Spot Paving of Shoulders

EN-61 (STATE) [\$ 747,000]
SR-169
From: ENUMCLAW-FRANKLIN
To: SE 432 ST
Distance: 2.80 Miles

Priority - Medium

Washington State Dept. of Transportation

-Pave Shoulders

EN-62 (N/C) [\$ 694,000]
244 AVE SE
From: SR-164
To: SE 400 ST
Distance: 2.44 Miles

Priority - High

King County

-Pave Shoulders

FEDERAL WAY

EXISTING PROJECTS

\$F-9.1 (\$ 481,000) * [\$ 481,000]

16 AVE S

From: SR-99

To: S 348 ST

Distance: 0.52 Mile

Priority - High

K.C. CIP # - 500189

City of Federal Way

King County

-Widen to Six Lanes

-Construct Curb, Gutter, Sidewalk

\$F-11.1 (\$ 885,000) * [\$ 885,000]

SW 356 ST

From: 21 AVE SW

To: 1ST AVE S

Distance: 1.30 Miles

Priority - High

K.C. CIP # - 502088

King County

City of Federal Way

-Widen to Four Lanes Plus

Two-Way Left Turn Lane

-Provide Left Turn Lane

-Traffic Signal

-Construct Bike Lanes

-Widen Curb Lane for Bicycle Use

\$F-11.2 (\$ 689,000) * [\$ 689,000]

S 356 ST

From: 1ST AVE S

To: SR-99

Distance: 0.50 Mile

Priority - High

K.C. CIP # - 501388

King County

City of Federal Way

-Widen to Four/Five lanes

-Provide Left Turn Lane

-Upgrade Traffic Signal

-Construct Bridge

-Widen Curb Lane for Bicycle Use

F-14.1 [\$ 351,000]

STAR LAKE SCHOOL WALKWAYS

From: 42 AVE S

To: 48 AVE S

Distance: 1.00 Mile

Private

-Construct Walkway/Pathway

F-14.2 (\$ 3,090,000) [\$ 3,090,000]

51 AVE S

From: S 304 ST

To: S 288 ST

Distance: 0.95 Mile

Priority - High

King County

-Construct Walkway/Pathway

\$F-24 (\$ 659,000) * [\$ 659,000]

S 272 ST

From: SR-99

To: 16 AVE S

Distance: 0.17 Mile

Priority - Medium

K.C. CIP # - 400891

King County

Private

-Widen to Four Lanes Plus

Two-Way Left Turn Lane

-Construct Curb, Gutter, Sidewalk

\$F-36.1 (\$ 2,542,000) [\$ 2,542,000]

REDONDO SEAWALL

Distance: 0.59 Mile

Priority - High

K.C. CIP # - 501288

King County

-Reconstruct Seawall

-Widen Roadway

-Construct Curb, Gutter, Sidewalk

\$F-36.2 (\$ 2,084,000) [\$ 2,084,000]

BEACH ROAD S

From: DEL RAY PARK DR

To: S 284TH ST

Distance: 0.63 Mile

Priority - Medium

K.C. CIP # - 501588

King County

-Widen Roadway

-Construct Curb, Gutter, Sidewalk

-Conduct Feasibility/Needs Study to

-Address Area Circulation Needs

F-38 (\$ 1,249,000) * [\$ 4,994,000]
MILITARY RD
From: S 272 ST
To: S 304 ST
Distance: 2.00 Miles

Priority - High

City of Federal Way
King County

-Widen to Four Lanes
-Construct Curb, Gutter, Sidewalk
Construct Bike Lane

F-39.2 (\$ 131,000) * [\$ 131,000]
S 336 ST/32 AVE S
From: 20 AVE S
To: SR-18
Distance: 1.20 Miles

Priority - Low

King County
City of Federal Way

-Pave Shoulders

F-43 (\$ 422,000) [\$ 422,000]
32/28 AVE S/S 349 ST
From: SR-18
To: SR-161
Distance: 1.40 Miles

Priority - Low

King County

-Pave Shoulders

F-44 (\$ 458,000) [\$ 458,000]
10 AVE S
From: REDONDO WY
To: S 272 ST
Distance: 1.30 Miles

Priority - Low

King County

-Spot Paving of Shoulders on E Side

F-60.1 (STATE) [\$ 1,416,000]
SR-161/KIT CORNER RD
From: S 348 ST
To: MILTON RD
Distance: 0.75 Mile

Priority - High

Washington State Dept. of Transportation

-Widen to Four Lanes
Construct Bike Lane
Construct Curb, Gutter, Sidewalk

F-66 (\$393,000) (\$405,000)
MILITARY RD
From: S 304 ST
To: KIT CORNER RD
Distance: 5.30 Miles

Priority - High

King County
City of Federal Way
Pierce County

Pave Shoulders
Stripe Bike Lane on Shoulders

F-70 (\$ 51,000) * [\$ 202,000]
MILITARY RD
From: I-5 Overpass
To: Kent City Limits
Distance: 1.30 Miles

Priority - High

King County
City of Kent

-Spot Paving of Shoulders
Stripe Bike Lane on Shoulders

F-72 (\$ 2,675,000) [\$ 2,675,000]
25 AVE S
From: S 272 ST
To: SR-99
Distance: 0.58 Mile

Priority - Low

King County

-Construct New Road
Construct Bike Lanes
Construct Curb, Gutter, Sidewalk

F-76.1 (STATE) [\$ 1,998,000]
SR-99
From: SR-516
To: S 348 ST
Distance: 7.50 Miles

Priority - High

Washington State Dept. of Transportation

-Construct Curb, Gutter, Sidewalk
Construct Bikeway

NEW 1992 PROJECTS

F-114 (STATE)
SR-161
From: MILTON ROAD
To: PIERCE COUNTY LINE
Distance: 1.60 Miles

Priority - Low

Washington State Dept. of Transportation

-Pave Shoulders

F-115 (\$ 125,000)
S 321 ST
From: PEASLEY CANYON RD
To: 51 AVE S
Distance: 0.72 Mile

Priority - High

King County

Pave Shoulders

F-116.1 (\$ 1,409,000)

S 296 ST

From: 51 AVE S

To: 61 AVE S

Distance: .54 Miles

Priority - Medium

King County

Widen Roadway

Construct Curb, Gutter, Sidewalk

F-116.2 (\$ 2,206,000)

65 AVE S/S 296 ST

From: SR 181

To: 61 AVE S

Distance: .83 Miles

Priority - Medium

King County

-Pave Shoulders

F-117 (\$ 295,000)

S 272 ST

From: 12 AVE S

To: 16 AVE S

Distance: .25 Mile

Priority - High

King County

Widen Roadway

Construct Bike Lane

Construct Curb, Gutter, Sidewalk

F-119 (\$ 370,000) [\$ 370,000]

16 AVE S

From: SR-99

To: S 260 ST

Distance: 1.20 Miles

Priority - High

King County

Widen Roadway

Construct Bike Lanes

Construct Curb, Gutter, Sidewalk

PROPOSED 1993 PROJECTS

F-120

I-5 CROSSING

From: S 298 ST

Priority - N/C

WSDOT

Construct Bicycle/Pedestrian Overcrossing

GREEN RIVER VALLEY

EXISTING PROJECTS

G-4.1 (\$ 751,000)* [751,000]

S 277 ST

From: SR-181

To: SR-167

Distance: 0.25 Mile

Priority - Medium

King County

Washington State Dept. of Transportation

-Widen to Four Lanes

-Widen Bridge

-Pave Shoulders

G-8.2 (\$ 3,885,000)* [\$ 7,770,000]

S 192/196 ST

From: SR-167

To: 108 AVE SE

Distance: 1.00 Mile

Priority - High

City of Renton

King County

-Widen to Four Lanes

-Construct Curb, Gutter, Sidewalk

Construct Bike Lane

G-8.4 (\$ 7,100,000)*

S 196 ST/S 200 ST COR

From: SR-181

To: Orilla Rd

Distance: 1.50 Mile

Priority - High

City Kent

King County

-Construct Bridge

Widen to Four Lanes

Construct Bike Lane

G-13 (STATE)

SR-164/R ST ALIGNMENT

From: SR-18

To: DOGWOOD ST SE

Distance: 1.50 Miles

Priority - High

Washington State Dept. of Transportation

Construct Four Lane Arterial

G-14.2 (\$ 312,000)* [\$ 624,000]

FRAGER ROAD

From: S 180 ST

To: S 204 ST

Distance: 1.35 Miles

Priority - Medium

City of Tukwila

King County

-Widen to Four Lanes Plus

Two-Way Left Turn Lane

-Pave Shoulders

G-15.1 (\$ 1,089,000)* [\$ 1,587,000]

INTERURBAN TRAIL-N SCTN

From: S 180 ST

To: FORT DENT PARK

Distance: 5.00 Miles

Priority - Low

City of Tukwila

King County

-Construct Multi-purpose Off Road Trail

IG-16 (\$ 63,000)* [\$ 1,024,000]

GREEN RIVER RD

From: S 258 ST

To: 104 AVE SE

Distance: 3.70 Miles

Priority - Medium

City of Auburn

King County

-Pave Shoulders

G-21.2 (\$ 259,000)* [\$ 373,000]

GREEN RIVER TRAIL PART 1

From: S 180 ST

To: RUSSELL RD

Distance: 2.50 Miles

Priority - Low

City of Tukwila

King County

-Construct Multi-purpose Off Road Trail

G-21.3 (\$ 850,000)* [\$ 1,192,000]

GREEN RIVER TRAIL PART 2

From: RUSSELL RD

To: S 277 ST

Distance: 8.00 Miles

Priority - Low

City of Kent

King County

-Construct Multi-purpose Off Road Trail

G-21.4 (\$ 739,000)* [\$ 1,044,000]

GREEN RIVER TRAIL PART 3

From: S 277 ST

To: AUBURN-BLK DIA RD

Distance: 7.00 Miles

Priority - Low

City of Auburn

King County

-Construct Multi-purpose Off Road Trail

\$G-25.1 (\$551,000)

OAKSDALE AVE SW

From: SW 27 ST

To: SUNSET BLVD

Distance: 2.50 Miles

Priority - High

K.C. CIP # 188

City of Renton

King County

Washington State Dept. of Transportation

Construct New Road

G-25.2 (\$5,000,000)

OAKSDALE AVE SW

From: SW 27 ST

To: SUNSET BLVD

Distance: 2.50 Miles

Priority - High

City of Renton

King County

Washington State Dept. of Transportation

Construct New Road

G-31 (STATE)

SUNSET BLVD

From: RAINIER AVE S

To: RENTON W C/L

Distance: 0.80 Mile

Priority - High

Washington State Dept. of Transportation

Widen Roadway

Upgrade Traffic Signal

G-53.2 (\$ 350,000)

GATEWAY DRIVE/ S 129 ST

From: I-5

To: SR-900

Distance: 0.36 Mile

Priority - Medium

King County

Widen to Four Lanes

Construct Bike Lane

Construct Curb, Gutter, Sidewalk

G-81 (\$ 757,000) * [\$ 1,515,000]

WEST VALLEY HIGHWAY

From: ALGONA N C/L

To: ALGONA S C/L

Distance: 1.34 Miles

Priority - Low

City of Algona

King County

-Widen Travel Lanes

-Reconstruct Shoulders

-Pave Shoulders

\$G-83 (JOINT) [\$ 15,567,000]

SR-181

From: S 180 ST

To: JAMES ST

Distance: 3.60 Miles

Priority - High

Washington State Dept. of Transportation

City of Kent

Private

-Widen Roadway

-Traffic Signal, Turn Channels

-Construct Curb, Gutter, Sidewalk

G-90 (JOINT) [\$ 40,708,000]

PACIFIC HIGHWAY

From: BOEING ACCESS RD

To: SR-516

Priority - High

Washington State Dept. of Transportation

City of Tukwila

City of SeaTac

-Widen to Four/Five lanes

-Improve Signal Timing/Phasing

-Construct Bus Pullouts

-Construct Curb, Gutter, Sidewalk

HIGHLINE

EXISTING PROJECTS

H-20 (\$ 437,000) [\$ 437,000]

S 146/144 ST

From: 8 AVE S

To: DES MOINES WY

Distance: 0.40 Mile

Priority - Medium

City of Burien

-Reconstruct Roadway

-Construct Curb, Gutter, Sidewalk

\$H-24 (\$ 1,340,000) [1,340,000]

4 AVE SW

From: SW 152 ST

To: SW 160 ST

Distance: 0.50 Mile

Priority - High

K.C. CIP # - 301491

King County

-Reconstruct Roadway

-Widen Roadway

-Construct Curb, Gutter, Sidewalk

Construct Bike Lanes

H-27.1 (\$ 723,000) [\$ 723,000]

MILITARY RD

From: DES MOINES WAY

To: S 128 ST

Distance: 1.00 Mile

Priority - Medium

King County

-Pave Shoulders

-Provide Left Turn Lane

Stripe Bike Lanes on Shoulders

H-29 (\$ 277,000) [\$ 277,000]

21 AVE SW/MARINE VIEW DR

From: SW 152 ST

To: SW 170 ST

Distance: 1.25 Miles

Priority - Medium

City of Burien

-Pave Shoulders

\$H-30 (\$ 2,101,000) [\$ 2,101,000]

4 AVE SW

From: SW 128 ST

To: SW 146 ST

Distance: 1.10 Miles

Priority - High

K.C. CIP # - 300791

City of Burien

-Widen Roadway

-Upgrade Traffic Signal

-Construct Curb, Gutter, Sidewalk

Construct Bike Lane

H-35 (\$ 269,000) [\$ 269,000]

8 AVE S

From: S 188 ST/DES MOINES

To: S 200 ST

Distance: .78 Miles

Priority - High

King County

-Pave Shoulders

\$H-36.1 (\$ 3,491,000) [\$ 3,491,000]

1 AVE S/ MYERS WY S

From: 6 AVE S

To: SW 146 ST

Distance: 2.50 Miles

Priority - High

K.C. CIP # - 300794

City of Burien

-Construct Curb, Gutter, Sidewalk

Construct Bike Lane

H-36.3 (STATE) [\$ 163,000]

1 AVE S

From: SW 174 ST

To: NORMANDY RD

Distance: 0.40 Mile

Priority - High

Washington State Dept. of Transportation

-Construct Curb, Gutter, Sidewalk

Construct Bike Lane

H-40 (\$ 235,000) * [\$ 277,000]

16 AVE SW

From: SW 160 ST

To: SW 170 ST

Distance: 0.61 Mile

Priority - Medium

City of Burien

City of Normandy Park

-Pave Shoulders

H-43 (\$ 202,000) * [\$ 306,000]

SW 170 ST

From: 16 AVE SW

To: MARINE VIEW DRIVE

Distance: 0.80 Mile

Priority - Low

City of Burien

City of Normandy Park

-Pave Shoulders

H-44 (\$ 389,000) [\$ 389,000]

S 192 ST

From: SR-509

To: DES MOINES WAY

Distance: 0.80 Mile

Priority - Medium

King County

-Pave Shoulders

H-47 (\$ 98,000)* [\$ 145,000]
BEACON AVE S
From: S 107 ST
To: 59 AVE S
Distance: 1.02 Miles

Priority - High

City of Seattle
King County

-Pave Shoulders

\$H-56 (\$ 173,000) [\$ 173,000]
WHITE CENTER INTER. PROJECTS
From: AMBAUM BLVD @ SW 124
To: 17 AV S @ S 98 ST

Priority - High
K.C. CIP # - 300890

King County

-Pedestrian Crossing Signals

H-58 [\$ 406,000]
AMBAUM BLVD S
From: S 160 ST
To: DES MOINES WY
Distance: 1.25 Miles

City of Burien
Private

-Pave Shoulders
-Construct Curb, Gutter, Sidewalk

H-59 (\$ 78,000) [\$ 78,000]
S 120 ST
From: MILITARY RD
To: ROSEBERG AVE
Distance: 0.20 Mile

Priority - Medium

King County

-Pave Shoulders

H-62.1 (JOINT) [\$ 34,844,000]
28/26 AVE S RID
From: S 192 ST
To: S 208 ST
Distance: 1.00 Mile

Priority - High

City of SeaTac
Private
Port of Seattle

-Construct Four Lane Arterial Plus
Two-Way Left Turn Lane
-Construct Curb, Gutter, Sidewalk

H-66 (\$ 39,000)* [\$ 99,000]
16 AVE S
From: S 240 ST
To: S 260 ST
Distance: 1.20 Miles

Priority - Medium

City of Des Moines
King County

-Pave Shoulders

H-68.1 (\$ 161,000) [\$255,300]
NORMANDY RD
From: DES MOINES WY
To: 1 AVE SW
Distance: 0.30 Mile

Priority - High

King County

-Pave Shoulders
Stripe Bike Lane on Shoulders

H-68.2 (\$ 113,000) [\$ 113,000]
DES MOINES WAY S
From: NORMANDY RD
To: S 162 ST
Distance: 1.00 Mile

Priority - Low

City of Burien

-Pave Shoulders
Stripe Bike Lane on Shoulders

H-74 (STATE) [\$ 6,678,000]
1 AVE S (SR-509)
From: NORMANDY RD
To: DES MOINES WAY
Distance: 2.30 Miles

Priority - High

Washington State Dept. of Transportation

-Widen to Four Lanes
-Pave Shoulders

\$H-95 (\$ 2,456,000) \$ 2,456,000]
S 152 ST
From: 1 AVE S
To: DES MOINES WAY
Distance: 0.49 Mile

Priority - High
K.C. CIP # - 300191

City of Burien

-Widen To Three Lanes
-Widen Bridge
-Construct Curb, Gutter, Sidewalk
-Upgrade Traffic Signal
Construct Bike Lane

H-157 (\$ 145,000)* [\$ 1,452,000]
DUWAMISH RIVER TRAIL
From: DUWAMISH HEAD
To: FORT DENT PARK
Distance: 10.00 Miles

Priority - Low

Metro
City of Seattle
King County

-Construct Multi-purpose Off Road Trail

H-160.2 (STATE) [\$ 1,700,000]
S 216 ST AT MARINE VIEW DR
Distance: 0.13 Mile

Priority - High

City of Des Moines
Washington State Dept. of Transportation

-Widen Bridge
-Improve Signal Timing/Phasing
**Construct Pedestrian/Bicycle
Undercrossing**

H-170 (\$ 4,460,000) * [\$ 13,382,000]
18 AVE S
From: S 200 ST
To: S 216 ST
Distance: 1.00 Mile

Priority - Low

City of SeaTac
King County
City of Des Moines

-Construct Two Lane Arterial Plus
Two-Way Left Turn Lane
-Construct Curb, Gutter, Sidewalk

H-173.1 (\$ 3,286,000) [\$ 3,286,000]
8 AVE S
From: S SEATTLE C/L
To: GLENDALE WAY S/S 112
Distance: 1.08 Mile

Priority - Medium

King County

-Widen Roadway
-Construct Curb, Gutter, Sidewalk

H-173.2 (\$ 2,949,000) [\$ 2,949,000]
8 AVE S
From: GLENDALE WAY S/S 112
To: S 128 ST
Distance: 1.00 Miles

Priority - Medium

King County

-Widen Roadway
-Construct Curb, Gutter, Sidewalk

H-173.3 (\$ 4,765,000) [\$ 4,765,000]
8 AVE S
From: S 128 ST
To: DES MOINES WAY
Distance: 1.58 Miles

Priority - High

City of Burien

-Widen Roadway
-Construct Curb, Gutter, Sidewalk

H-183
14 AVE SW
From: SW 148 ST
To: SW 152 ST
Distance: 0.30 Mile

Private

-Pave Shoulders

H-185 (\$ 229,000) [\$ 229,000]
SW 146 ST
From: 16 AVE SW
To: 21 AVE SW
Distance: 0.25 Mile

Priority - Low

King County

-Pave Shoulders

H-187
28 AVE SW
From: SW ROXBURY ST
To: SW 102 ST
Distance: 0.40 Mile

Private

-Pave Shoulders on W Side
Spot Curb, Gutter, Sidewalk on E

H-189 (\$ 259,000) [\$ 259,000]
78 AVE S
From: S 112 ST
To: S 118 ST
Distance: 0.20 Mile

Priority - Medium

King County

-Construct Curb, Gutter, Sidewalk

H-191 (\$ 548,000) [\$ 548,000]
S 208 ST
From: 1 AVE S
To: DES MOINES WAY S
Distance: 0.60 Mile

Priority - Low

King County

-Pave Shoulders

\$H-195 (\$ 250,000) [\$ 250,000]
RENTON AVE S
From: 68 AVE S
To: 72 AVE S
Distance: 0.25 Mile

Priority - High
K.C. CIP # - 300192

King County

-Construct Curb, Gutter, Sidewalk

H-197 (\$82,200)
S 99 ST
From: 14 AVE S
To: DES MOINES WAY
Distance: 0.25 Mile

Private

-Pave Shoulders

NEW 1992 PROJECTS

H-200
DUWAMISH/SKYWAY CONN.
From: BEACON COAL MINE RD
To: DUWAMISH TRAIL
Distance: 0.20 Mile

Priority - N/C

King County
City of Tukwila

-Conduct Feasibility/Needs Study to
-Construct Multi-purpose Off Road Trail

H-201
8 Ave SW
From: SW 129 ST
To: SW 130 ST
Distance: .10 mile

City of Burien

Construct Multipurpose Trail

H-203 (\$ 390,000)
RENTON AVE S
From: Renton C/L
To: S 74 ST
Distance: 1.50 Miles

Priority - Low

King County
City of Renton

Restripe for Bike Lane
Construct Curb, Gutter, Sidewalk

H-206 (\$ 2,053,000)
S 199 ST
From: 1 AVE S
To: Des Moines Way
Distance: 0.74 Mile

Priority - Medium

King County

Widen Roadway
-Construct Curb, Gutter, Sidewalk
Construct Bike Lane

H-208 (\$ 802,000)
6 AVE S
From: GLENDALE WAY/S 112 ST
To: MYERS WAY
Distance: 0.30 Mile

Priority - High

King County

Widen Roadway
Construct Curb, Gutter, Sidewalk

H-209 (CITY)
Sylvester/Maplewild Ave
From: Normandy Park C/L
To: 21 AVE SW
Distance: 3.00 Miles

Priority - Medium

City of Burien

Spot Paving of Shoulders

H-210 (CITY)
SW 136 ST
From: AMBAUM BLVD
To: 1 AVE S
Distance: .65 Mile

Priority - High

City of Burien

Construct Curb, Gutter, Sidewalk
Widen Curb Lane for Bicycle Use

H-211 (\$ 225,000) [\$ 225,000]
AMBAUM BLVD SW
From: SW 152 ST
To: SW 155 ST
Distance: 0.20 Mile

Priority - High

City of Burien

-Construct Walkway/Pathway

H-212 (\$ 621,000)
RENTON AVE S (W SIDE)
From: 68 AVE S
To: Seattle C/L
Distance: 0.30 Mile

Priority - High

King County

Construct Curb, Gutter, Sidewalks

NEWCASTLE

EXISTING PROJECTS

\$NC-2 (\$ 7,607,000)* [\$ 7,607,000]

LAKEMONT BLVD EXTENSION

From: 164 AVE SE

To: I-90

Distance: 1.50 Miles

Priority - High

K.C. CIP # - 201088

Private

King County

City of Bellevue

-Construct Four Lane Arterial

-Realign Intersection

-Traffic Signal

Construct Bike Lane

\$NC-5.1 (\$ 7,060,000) [\$ 7,060,000]

ELLIOTT BRIDGE NO:3166

From: 149 AVE SE

To: CROSSING CEDAR RIVER

Distance: 0.16 Mile

Priority - High

K.C. CIP # - 401288

King County

-Replace Bridge

-Construct Curb, Gutter, Sidewalk

-Widen to Four Lanes

Construct Bike Lane

\$NC-5.2 (\$ 1,081,000) [\$ 1,082,000]

149 AVE SE

From: MAPLE VALLEY (SR-169

To: ELLIOT BRIDGE

Distance: 0.52 Mile

Priority - High

K.C. CIP # - 400588

King County

-Widen to Four Lanes

-Construct Curb, Gutter, Sidewalk

Construct Bike Lane

NC-5.3 (\$ 4,810,000) [\$ 4,810,000]

154 PL SE/SE 142 PL

From: SE JONES RD

To: 156 AVE SE

Distance: 0.75 Mile

Priority - Medium

King County

-Realign Roadway

-Widen Roadway

-Pave Shoulders

Stripe Bike Lane on Shoulder

NC-5.4 (\$ 1,280,000) [\$ 1,280,000]

SE 142 PL /156 AVE SE

From: 154 PL SE

To: SE 128 ST

Distance: 1.00 Mile

Priority - Medium

King County

-Widen Travel Lanes

-Pave Shoulders

\$NC-10.1 (\$1,238,000) [\$1,238,000]

NEWPORT WAY SE

From: 129 PL SE

To: BELLEVUE WEST C/L

Distance: 0.31 Mile

Priority - High

K.C. CIP # - 200293

King County

-Widen To Three Lanes

Construct Bike Lanes

-Construct Curb, Gutter, Sidewalk

NC-10.3 (\$ 4,922,000) \$ 4,922,000]

NEWPORT WAY

From: 150 AVE SE

To: SE 42 PL

Distance: 0.50 Mile

Priority - High

King County

-Widen Travel Lanes

-Provide Left Turn Lane

-Construct Curb, Gutter, Sidewalk

Construct Bike Lane

NC-10.4 (\$1,904,000) [\$1,904,000]

NEWPORT WAY

From: LAKEMONT BLVD EXT

To: GLACIER RIDGE RD

Distance: 0.75 Mile

Priority - Medium

King County

-Widen to Four Lanes

-Turn Channels

Construct Bike Lane

Construct Curb, Gutter, Sidewalk

NC-10.5 (\$ 1,019,000) [\$5,099,000]

NEWPORT WAY

From: GLACIER RIDGE RD

To: SR-900

Distance: 1.10 Miles

Priority - Medium

City of Issaquah

King County

-Widen to Four Lanes

-Pave Shoulders

-Provide Left Turn Lane

Stripe Bike Lane on Shoulder

\$NC - 10.6 (\$105,000)
NEWPORT WAY SE/150 AVE
CORRIDOR STUDY
From: 129 AVE SE - SR 900
To: I-90/SE NEWPORT WAY

Priority - High
K.C. CIP # 201591

King County

Conduct Feasibility/Needs Study to
Monitor Demand and Study Transit/HOV
Feasibility
Determine Corridor Needs
Construct Bike Lanes

NC-10.7 (\$ 1,929,000) [\$1,929,000]
NEWPORT WAY
From: 150 AVE
To: 164 AVE
Distance: 1.10 Miles

Priority - Low

King County

-Widen Travel Lanes
-Construct Curb, Gutter, Sidewalk
Construct Bike Lane

NC-10.8 (\$ 2,180,000) [\$2,180,000]
NEWPORT WAY
From: 164 AVE
To: LAKEMONT BLVD
Distance: 1.25 Miles

Priority - Low

King County

-Widen Travel Lanes
-Construct Curb, Gutter, Sidewalk
Construct Bike Lane

\$NC-11 (\$ 2,412,000) [\$2,412,000]
COAL CREEK PKWY PHASE IV
From: I-405
To: NEWPORT WAY
Distance: 0.50 Mile

Priority - High
K.C. CIP # - 200788

King County

-Widen to Six Lanes
-Turn Channels All Legs
-Traffic Signal
-Construct Bike Lane
-Construct Curb, Gutter, Sidewalk

\$NC-12.1 (\$ 3,149,000) [\$3,149,000]
COAL CREEK PARKWAY
From: SE 72 ST
To: RENTON C/L
Distance: 2.41 Miles

Priority - High
K.C. CIP # - 200891

King County

-Widen to Four Lanes
-Turn Channels
-Replace Bridge
-Construct Curb, Gutter, Sidewalk
Construct Bike Lane

\$NC-13 (STATE) [\$ 1,033,000]
COAL CREEK PKWY XING @ I-405
Distance: 0.25 Mile

Priority - High

Washington State Dept. of Transportation

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Construct Curb, Gutter, Sidewalk
-Upgrade Traffic Signal
Construct Bicycle Facility

\$NC-14 (\$ 938,000) [\$ 938,000]
124 AVE SE
From: SE 41 ST
To: COAL CREEK PKWY
Distance: 0.61 Mile

Priority - High
K.C. CIP # - 200191

King County

-Widen Roadway
-Construct Curb, Gutter, Sidewalk
Construct Bike Lane

NC-16 (\$ 375,000)* [\$ 630,000]
LK WASH BLVD/112 AVE SE
From: SE 60 ST
To: MAY CREEK INTECHG
Distance: 0.85 Mile

Priority - Medium

City of Renton
King County

-Spot Paving of Shoulders
-Reconstruct Shoulders

NC-18 (\$ 166,000)* [\$ 278,000]
110 PL SE
From: I-405
To: 116 AVE SE
Distance: 0.90 Mile

Priority - Medium

City of Renton
King County

-Reconstruct Shoulders
-Pave Shoulders

\$NC-22 (\$ 645,000) * [\$ 1,290,000]
WEST LAKE SAMMAMISH
From: SR-901
To: ISSQUAH C/L
Distance: 1.00 Mile

Priority - High
K.C. CIP # - 200194

King County
City of Issaquah

-Reconstruct Shoulders
-Pave Shoulders
Stripe Bike Lane on Shoulder

\$NC-23 (\$ 1,892,000) [\$ 1,892,000]
144 AVE SE
From: SE 128 ST
To: SE 141 ST
Distance: 0.80 Mile

Priority - High
K.C. CIP # - 401794

King County

-Reconstruct Shoulders
-Pave Shoulders

NC-37 [\$ 1,177,000]
JONES RD
From: 149 AVE SE
To: SR-169
Distance: 3.70 Miles

Private

-Pave Shoulders

NC-42 (\$ 1,054,000) [\$ 1,054,000]
MAY VALLEY RD
From: COAL CREEK PKWY
To: SR-900
Distance: 3.30 Miles

Priority - Medium

King County

-Widen Travel Lanes
-Pave Shoulders
-Provide Equestrian Facility

NC-44.2 (\$ 1,086,000) [\$ 1,086,000]
NEWCASTLE-COAL CREEK RD
From: FOREST DR
To: COAL CREEK PKWY
Distance: 2.20 Miles

Priority - Medium

King County

-Widen Travel Lanes
-Turn Channels All Legs
-Reconstruct Shoulder

NC-46 (\$ 2,876,000) [\$ 2,876,000]
SE 88 ST/88 PL/89 PL
From: 116 AVE SE
To: COAL CREEK PKWY
Distance: 1.50 Miles

Priority - Low

King County

-Reconstruct Roadway
-Realign Roadway
-Pave Shoulders

\$NC-50.1 (STATE) [\$ 16,930,000]
SR-900
From: 138 AVE SE
To: SE 82 ST
Distance: 5.90 Miles

Priority - Medium

Washington State Dept. of Transportation

-Widen to Four Lanes
-Pave Shoulders
-Improve Sight Distance
Stripe Bike Lane on Shoulder

\$NC-50.2 (JOINT) [\$ 8,731,000]
SR-900
From: SE 82 ST
To: NEWPORT WAY
Distance: 0.80 Mile

Priority - Medium

Washington State Dept. of Transportation
City of Issaquah

-Widen to Four Lanes
-Pave Shoulders
-Improve Sight Distance
-Construct Curb, Gutter, Sidewalk
Stripe Bike Lane on Shoulder

NC-52 (\$ 474,000) [\$ 474,000]
SE 60 ST
From: LK WASHINGTON BLVD
To: COAL CREEK PKWY
Distance: 1.00 Mile

Priority - High

King County

-Spot Paving of Shoulders
Stripe Bike Lane on Shoulders

NC-57 (\$ 262,000) [\$ 262,000]
164 AVE SE
From: NEWPORT WAY
To: LKMNT BLVD EXTEN
Distance: 1.00 Mile

Priority - Medium

King County

-Turn Channels - North & South Legs
-Pave Shoulders

**NC-74 (\$ 1,353,000) [\$ 2,708,000]
SE 36 ST**

From: 128 AVE SE
To: 150 AVE SE
Distance: 1.70 Miles

Priority - Medium

City of Bellevue
King County

-Widen To Three Lanes
-Construct Curb, Gutter, Sidewalk
Construct Bike Lanes

**NC-76 (\$ 601,000) [\$ 601,000]
SE 68 ST/SE 69 ST**

From: 112 AVE SE
To: COAL CREEK PKWY
Distance: 1.30 Miles

Priority - Low

King County

-Reconstruct Roadway
-Stripe Bike Lanes on Shoulders

**NC-85 (\$ 2,062,000) [\$ 2,062,000]
SE MAY VALLEY ROAD**

From: SR-900
To: SE 128 WAY
Distance: 1.40 Miles

Priority - Medium

King County

-Reconstruct Shoulders
-Improve Sight Distance

NEW 1992 PROJECTS

**NC-86 (\$ 800,000)
W LK SAMMAMISH PKWY SE/NE**

From: I-90
To: Bellevue City Limits
Distance: 2.80 Miles

Priority - High

King County

-Construct Shoulder s (East Side)
Stripe Bike Lane on Shoulder

**NC-87 (\$190,000) [\$ 190,000]
SE 34 ST**

From: W LK SAMMAMISH PK SE
To: BELLEVUE C/L
Distance: 0.39 Mile

Priority - High

King County

Pave Shoulders

**NC-90 (CITY)
150 Ave SE**
From: I-90
To: SE NEWPORT WAY
Distance: 0.60 Mile

Priority - Low

City of Bellevue
King County

Widen to Six Lanes
Turn Channels
Construct Curb, Gutter, Sidewalk

PROPOSED 1993 PROJECTS

**NC-91
SE COUGAR MT WAY/SE 60 ST**

From: LAKEMONT BLVD
To: ISSAQUAH

Bellevue
King County

Pave Shoulders on Hill

**NC-92
I-90 TRAIL**

From: EASTGATE WAY
To: W LAKE SAMMAMISH

Washington State Dept. of Transportation
King County
Bellevue

Construct Multipurpose Trail

NORTHSHORE

EXISTING PROJECTS

N-6.1 [\$ 725,000]

NE 181 ST

From: 73 AVE NE

To: 65 AVE NE

Distance: 0.33 Mile

King County

-Widen To Three Lanes

-Construct Curb, Gutter, Sidewalk

N-6.2 [\$ 206,000]

NE 181 ST

From: 62 AVE NE

To: 65 AVE NE

Distance: 0.20 Mile

Private

-Construct Curb, Gutter, Sidewalk

\$N-7.2 (\$ 1,749,000) [\$ 878,000]

68 AVE NE

From: NE 181 ST

To: NE 185 ST

Distance: 0.20 Mile

Priority - High

K.C. CIP # - 100193

King County

-Traffic Signal

-Add Two-Way Left Turn Lane

-Construct Curb, Gutter, Sidewalk

Construct Bike Lanes

N-9.1 (\$ 13,483,000) [\$ 13,483,000]

NE 175 ST

From: 61 AVE NE/SR-522

To: 68 AVE NE

Distance: 0.60 Mile

Priority - High

King County

Private

-Reconstruct Intersection

-Construct Curb, Gutter, Sidewalk

-Realign Roadway

-Widen to Four/Five lanes

-Realign Intersection

\$N-11.2 (\$ 2,475,000) [\$ 2,475,000]

100 AVE NE

From: NE 139 ST

To: NE 145 ST

Distance: 0.54 Mile

Priority - High

K.C. CIP # - 101791

King County

-Widen to Four Lane Arterial Plus

Two-Way Left Turn Lane

Construct Bike Lane

-Construct Curb, Gutter, Sidewalk

-Upgrade Traffic Signal

\$N-12 (\$ 4,144,000) [\$ 4,144,000]

JUANITA-WOODINVILLE WAY NE

From: 100 AVE NE

To: NE 145 ST

Distance: 1.08 Miles

Priority - High

K.C. CIP # - 101991

King County

-Widen To Three Lanes

-Construct Curb, Gutter, Sidewalk

Construct Bike Lane

N-13.1 (\$ 1,011,000) [\$ 1,011,000]

NE 145 ST

From: 100 AVE NE

To: JUANITA-WOOD WAY

Distance: 0.50 Mile

Priority - Medium

King County

-Add Two-Way Left Turn Lane

-Construct Curb, Gutter, Sidewalk

Construct Bike Lane

\$N-16 (\$ 794,000)* [\$ 794,000]

JUANITA-WOODINVILLE WAY NE

From: NE 145 ST

To: I-405

Distance: 0.70 Mile

Priority - High

K.C. CIP # - 100190

King County

Metro

-Widen Roadway

-Traffic Signal

-Upgrade Traffic Signal

-Construct Curb, Gutter, Sidewalk

Construct Bike Lane

\$N-19.2 (\$ 3,939,000) [\$ 3,939,000]

NE 160 ST

From: 116 AVE NE

To: 124 AVE NE

Distance: 0.47 Mile

Priority - High

K.C. CIP # - 101391

King County

-Widen to Four Lanes Plus

Two-Way Left Turn Lane

-Construct Curb, Gutter, Sidewalk

Construct Bike Lane

\$N-19.3 (STATE) [\$ 1,254,000]
NE 160 ST OVER XING OF I-405

Priority - High

Washington State Dept. of Transportation

- Widen to Six lanes
- Upgrade Traffic Signal
- Construct Curb, Gutter, Sidewalk**
- Construct Bike Lane**

N-21 (\$650,000)
NE 192nd St
From: 73rd Ave. NE
To: 80th Ave. NE

Medium

King County

- Widen travel lanes
- Reconstruct Shoulders
- Build Neighborhood Pathway

N-22 (\$ 674,000) [\$ 674,000]
156 AVE NE
From: WOODINVILLE-DUVALL
To: NE 190 ST
Distance: 0.30 Mile

Priority - Medium

City of Woodinville

- Add Two-Way Left Turn Lane
- Construct Bike Lanes**
- Construct Curb, Gutter, Sidewalk
- Improve Sight Distance

N-27 (\$ 245,000) [\$ 245,000]
NE 143 PL
From: 132 AVE NE
To: SR 202
Distance: 0.60 Mile

Priority - Low

City of Woodinville

- Pave Shoulders

\$N-28.1 (\$ 9,675,000) [\$ 9,675,000]
NE 124 ST PHASE II
From: 132 PL NE
To: SR-202
Distance: 1.60 Miles

Priority - High
K.C. CIP # - 100389

King County

- Widen to Four/Five lanes
- Replace Bridge
- Provide Equestrian Facility
- Construct Bike Lane**
- Pave Shoulders E of Willows Rd**

N-30.1 (\$ 7,100,000) [\$ 7,100,000]
NE 124 / 128 ST
From: SR-202
To: AVONDALE
Distance: 2.00 Miles

Priority - Medium

King County

- Widen to Four Lanes
- Construct Walkway/Pathway
- Turn Channels
- Construct Bike Lane**
- Provide Equestrian Facility**

\$N-33.1 (N/C)
140 PL NE/148 AVE NE PH 1
From: NE 150 ST
To: NE 171 ST
Distance: 1.45 Miles

Priority - High
K.C. CIP # - 101091

King County

- Pave Shoulders

\$N-33.2 (\$ 318,000) [\$ 318,000]
WOOD CBD BYPASS & 140 AVE NE
From: CBD BYPS(NE175-140AV)
To: 140 AV (NE 171-175ST)
Distance: 0.25 Mile

Priority - High
K.C. CIP # - 200682

King County
City of Woodinville

- Widen to Four Lanes Plus
Two-Way Left Turn Lane
- Traffic Signal
- Construct Curb, Gutter, Sidewalk
- Pedestrian Crossing Signals

N-33.3 (STATE) [\$ 974,000]
WOODINVILLE-REDMOND RD
From: NE 124 ST
To: NE 145 ST
Distance: 2.25 Miles

Priority - High

Washington State Dept. of Transportation

- Pave Shoulders
- Turn Channels
- Construct Bike Lane**

\$N-33.4 (\$ 68,000) [\$ 68,000]
148 AVE NE PH II
From: SR-202
To: NE 150 ST
Distance: 0.12 Mile

Priority - High
K.C. CIP # - 100391

King County
Woodinville

- Pave Shoulders
- Turn Channels

N-33.5
WOODINVILLE-REDMOND RD/148 AVE
From: NE 124 ST
To: NE 171 ST
Distance: 4.00 Miles

Priority - Medium

King County
City of Woodinville
Conduct Feasibility/Needs Study to
Construct New Road

N-34.1 (\$ 1,007,000) [\$ 1,007,000]
NE 171 ST

From: 140 AVE NE
To: NE 155 PL
Distance: 0.70 Mile

Priority - Low

City of Woodinville

-Reconstruct Roadway
-Pave Shoulders
Construct Neighborhood Pathway

N-34.2 (\$ 2,354,000) [\$ 2,354,000]
NE 175/NE 172 PL

From: 155 PL NE
To: DU ROCHER RD
Distance: 1.75 Miles

Priority - Medium

King County

-Reconstruct Roadway
-Construct Neighborhood Pathway
-Provide Equestrian Facility

N-35 (\$ 10,254,000) [\$ 15,177,000]
WOODINVILLE-DUVALL RD
From: NE 190 ST
To: AVONDALE RD
Distance: 2.75 Miles

Priority - High

King County

-Widen to Four Lanes
-Turn Channels - East & West Legs
Construct Bike Lane
-Provide Equestrian Facility
Construct Curb, Gutter, Sidewalk
Install Crossing Signal at 176th St

N-36 (\$ 335,000)* [\$ 477,000]
132 AVE NE/130 PL NE/130 AVE NE

From: NE 182 PL
To: KING COUNTY LINE
Distance: 1.40 Miles

Priority - Low

City of Bothell
City of Woodinville

-Pave Shoulders

N-40 (\$147,000) [\$ 147,000]
80 AVE NE

From: SR-522
To: KING CO LINE
Distance: 1.46 Miles

Priority - Low

King County

-Pave Shoulders
-Provide Equestrian Facility

N-41 (\$ 87,000) [\$ 87,000]
73 AVE NE
From: NE 192 ST
To: NE 205 ST
Distance: 0.50 Mile

Priority - Low

King County

-Construct Walkway/Pathway
-Provide Equestrian Facility
Pave Shoulders

N-42
NE 132 ST/87 AVE NE

From: 84 AVE NE
To: NE 134 ST
Distance: 0.30 Mile

Priority - High

King County

Pave Shoulders

N-44 (\$ 393,000)* [\$ 2,116,000]
120 AVE NE (BRICKYARD RD)

From: NE 160 ST
To: WOODINVILLE DR
Distance: 0.90 Mile

Priority - Medium

City of Bothell
King County

-Widen Curb Lane for Bicycle Use
-Construct Curb, Gutter, Sidewalk
-Turn Channels
-Reconstruct Roadway

N-51 (JOINT) [\$ 383,000]
SR-522

From: 61 AVE NE
To: 80 AVE NE
Distance: 1.30 Miles

Priority - High

Washington State Dept. of Transportation

-Construct Curb, Gutter, Sidewalk

N-52.2 (\$4,070,000) [\$ 4,070,000]
JUANITA DR WIDENING
From: NE 153 ST
To: NE 170 ST
Distance: 1.00 Mile

Priority - High

King County

-Widen to Three Lanes
-Construct Bike Lane
Construct Curb, Gutter, Sidewalk

N-58 (\$ 365,000) [\$ 365,000]
124 AVE NE/NE 173 PL
From: NE 169 ST
To: SR-202
Distance: 1.00 Mile

Priority - Medium

City of Woodinville

-Realign Roadway
-Widen Roadway
Construct Curb, Gutter, Sidewalk
Construct Bike Lane

N-59 (\$ 477,000) [\$ 477,000]
68 AVE NE/NE 202 ST
From: NE 185 ST
To: 61 PL NE
Distance: 1.40 Miles

Priority - Medium

King County

-Construct Walkway/Pathway
Pave Shoulders

\$N-61.1 (\$ 3,213,000) [\$ 3,213,000]
132 PL/AVE NE
From: NE 124 ST
To: NE 132 ST
Distance: 0.55 Mile

Priority - High
K.C. CIP # - 100187

King County

-Widen to Four/Five lanes
-Provide Left Turn Lane
-Traffic Signal
-Construct Bike Lane
-Construct Curb, Gutter, Sidewalk

\$N-61.2 (\$ 2,851,000) [\$ 2,851,000]
132 AVE NE
From: NE 132 ST
To: NE 143 PL
Distance: 1.00 Mile

Priority - High
K.C. CIP # - 100291

King County

-Add Two-Way Left Turn Lane
Construct Bike Lane
-Construct Curb, Gutter, Sidewalk

N-66 (\$ 473,000) [\$ 473,000]
73 AVE NE
From: SR-522
To: NE 175 ST
Distance: 0.10 Mile

Priority - High

Washington State Dept. Transportation
King County

-Reconstruct Intersection
-Turn Channels
-Construct Curb, Gutter, Sidewalk
-Upgrade Traffic Signal

N-67 (JOINT) [\$ 1,124,000]
SR-522 PEDESTRIAN OVER XING
From: EAST OF 73 AVE NE

Priority - High

Washington State Dept. of Transportation
Metro

-Construct Pedestrian Over Crossing

N-71.2 (STATE) [\$ 828,000]
SR-527
From: NE 185 ST
To: COUNTY LINE
Distance: 1.10 Miles

Priority - High

Washington State Dept. of Transportation

-Widen to Four/Five Lanes
-Construct Bike Lane
-Construct Curb, Gutter, Sidewalk

N-72 (JOINT)
131 AVE NE (SR 202)
From: SR-522
To: NE 175 ST
Distance: 0.25 Mile

Priority - High

Washington State Dept. of Transportation
City of Woodinville

Widen to Four/Five Lanes
Interconnect Traffic Signals
Construct Curb, Gutter, Sidewalk

N-74.1 (\$ 58,000) [\$ 58,000]
SIMONDS RD
From: 100 AVE NE
To: 200 feet west

Priority - Low

King County

-Construct Walkway/Pathway

N-75.1 (\$ 53,000)* [\$ 53,000]
NE 132 ST
From: 100 AVE NE
To: 132 AVE NE
Distance: 1.70 Miles

Priority - High

King County
City of Kirkland

-Determine Corridor Needs
Construct Bike Lane

N-75.2 (\$ 1,236,000) [\$ 2,083,000]
NE 132 ST
From: 100 AVE NE
To: 116 AVE NE
Distance: 0.50 Mile

Priority - Medium

King County
Metro
City of Kirkland

-Add Two-Way Left Turn Lane
-Construct Shoulder HOV Lane
-Intersection/Operational Improve
Construct Bike Lane
Construct Curb, Gutter, Sidewalk

N-75.3 (\$ 1,236,000) [\$ 1,236,000]
NE 132 ST
From: 116 AVE NE
To: 132 AVE NE
Distance: 0.50 Mile

Priority - Medium

King County
City of Kirkland

-Add Two-Way Left Turn Lane
-Construct Shoulder HOV Lane
Construct Bike Lane
Construct Curb, Gutter, Sidewalk

N-75.4 (\$ 1,404,000) [\$ 1,404,000]
NE 132 ST
From: 132 AVE NE
To: WILLOWS ROAD EXTEN.
Distance: 0.50 Mile

Priority - Medium

King County

-Construct Two Lane Arterial Plus
Two-Way Left Turn Lane
-Add Two-Way Left Turn Lane
Pave Shoulders
Stripe Bike Lane on Shoulder

N-78.2 (\$ 3,933,000) [\$ 3,933,000]
WILLOWS RD EXTENSION
From: NE 124 ST
To: NE 132 ST
Distance: 0.50 Mile

Priority - High

King County

-Construct Four Lane Arterial
-Turn Channels
-Construct Bikeway on Shoulders

N-78.3 (\$ 5,056,000) [\$ 5,056,000]
WILLOWS RD EXTENSION
From: NE 132 ST
To: NE 145 ST
Distance: 1.00 Mile

Priority - High

King County
City of Woodinville

-Construct Four Lane Arterial
-Traffic Signal and Turn Channels
-Construct Bikeway on Shoulders

N-80 (\$ 1,067,000) [\$ 1,067,000]
NE 141 ST
From: JUANITA DR
To: 84 AVE NE
Distance: 0.70 Mile.

Priority - High

King County

Construct Bike Lane
Construct Curb, Gutter, Sidewalk

N-81 (JOINT) [\$ 224,000]
NORTH CREEK TRAIL
From: SAMMAMISH RIV TRAIL
To: NE 195 ST
Distance: 1.50 Miles

Priority - High

City of Bothell
Private

-Construct Multi-purpose Off Road Trail

N-82 \$1,000,000
I-405 Overpass @ NE 140 St or NE 145 St

Distance: 1 Mile

Priority - Low

Washington State Dept of Transportation
King County

Construct Pedestrian/bicycle bridge

N-86 (\$ 822,000) [\$ 822,000]
108 AVE NE
From: NE 141 PL
To: JUANITA-WOODVILL WY
Distance: 0.25 Mile

Priority - Medium

King County

-Reconstruct Roadway
-Construct Curb, Gutter, Sidewalk

N-87.1 [\$ 167,000]
NE 185 ST
From: 66 AVE NE
To: 68 AVE NE
Distance: 0.15 Mile

Private

-Construct Curb, Gutter, Sidewalk

N-98 [\$ 26,000]
NE 155 ST (ARROWHEAD DR)
From: 62 PL NE
To: 61 PL NE
Distance: 0.10 Mile

Private

-Reconstruct Shoulders
-Construct Walkway/Pathway

N-107 (\$ 1,395,000) [\$ 1,395,000]
NE 116 ST
From: SR-202
To: AVONDALE RD
Distance: 1.75 Miles

Priority - Medium

King County
City of Redmond

-Widen To Three Lanes
Pave Shoulders

NEW 1992 PROJECTS

N-110 (\$200,000)
NE 116 ST
From: WILLOWS ROAD
To: 154 PL NE
Distance: 0.90 Mile

Priority - Low

City of Redmond
King County

-Pave Shoulders

N-115 (CITY)
NE 195 ST
From: 130 AVE NE
To: 140 AVE NE
Distance: 0.60 Mile

Priority - Medium

City Woodinville

-Pave Shoulders

N-119 (\$229,000) [\$ 232,700]
124 AVE NE (W SIDE)
From: NE 144 ST
To: NE 160 ST
Distance: 0.57 Mile

Priority - High

King County

-Construct Walkway/Pathway

N-120 (\$156,000)
NE 193 ST
From: 61 AVE NE
To: 55 AVE NE
Distance: .34 Mile

Priority - High

King County

Pave Shoulders
Construct Walkway Pathway

PROPOSED 1993 PROJECTS (FROM COMMUNITY PLAN)

N-9.2 \$750,000
NE 175th St
From: 68th Ave. NE
To: 73rd Ave. NE

Medium

King County
Private

Relocate 68 Ave. NE intersection to the south
Add two-way left turn lane
Construct curb, gutter, sidewalk
Street trees and landscaping

N-14 \$500,000
NE 137th St
From: Juanita-Woodinville Way
To: 100th Ave. NE

Medium

King County

Construct new two lane roadway
Curb, gutter, and sidewalk
Street trees and landscaping.

N-18 (PRIVATE)
90th Ave. NE
From: NE 134th St.
To: NE 138th Pl.

Medium

Private

Widen travel lanes
Construct curb, gutter, sidewalk

<p>N-26 \$700,000 84th Ave NE From: NE 124th St To: Simonds Road</p> <p>Medium</p> <p>King County</p> <p>Pave Shoulders Pedestrian safety issues</p>	<p>N-53.2 \$200,000 NE 122nd Pl. /NE 123rd St From: Juanita Drive To: 84th Ave. NE</p> <p>Medium</p> <p>King County</p> <p>Pave Shoulders Link to Juanita Drive bikeway for pedestrians and bicyclists</p>	<p>N-73 61st Ave. NE SR 522 to County line</p> <p>High</p> <p>King County</p> <p>Remove pavement buttons Striped and Signed Bike Lanes</p>
<p>N-38 (PRIVATE) NE 195 St From: 156 Ave NE To: 166 Ave. NE</p> <p>Medium</p> <p>Private</p> <p>Construct roadway link (164th Ave NE to 166th Ave. NE) Construct curb, gutter, sidewalk Street trees and landscaping</p>	<p>N-56 \$50,000 108th/112th Ave. NE From: Riverside Dr To: NE 164th Pl.</p> <p>Medium</p> <p>Bothell King County</p> <p>Reconstruct/Pave Shoulders</p>	<p>N-74.3 Simonds Road From: Juanita Dr To: 100th Ave. NE</p> <p>Medium</p> <p>King County</p> <p>Pedestrian improvements Striped and Signed Bicycle Lane</p>
<p>N-45 \$4,100,000 124 Ave. NE From: NE 132 St To: NE 169 St</p> <p>Medium</p> <p>King County</p> <p>Add two-way left turn lane or turn channels where needed Construct Bike Lane Street trees and landscaping. Construct Curb, Gutter, Sidewalk</p>	<p>N-57.1 \$450,000 88th Ave. NE From: NE 180th St To: County line</p> <p>Medium</p> <p>King County Bothell</p> <p>Pave Shoulders</p>	<p>N-78.3 (STATE) SR 202 From: NE 145th St. To: NE 173rd Pl.</p> <p>Medium</p> <p>WSDOT</p> <p>Widen to 4/5 lanes. Rural design from NE 173rd Place to the south Street trees and landscaping Pave Shoulders</p>
<p>N-52.1 \$3,900,000 Juanita Drive From: 93rd Ave. NE To: NE 133rd Pl</p> <p>Medium</p> <p>King County</p> <p>Add turn lane/channels as needed Street trees and landscaping Construct Shoulder Bike Lane</p>	<p>N-57.2 \$200,000 83rd Pl. NE From: SR 522 To: 88th Ave. NE</p> <p>Medium</p> <p>King County</p> <p>Pave Shoulders</p>	<p>N-78.4 \$1,150,000 NE 173 Pl. (SR 202) From: Woodinville-Redmond Rd To: 127th Pl. NE</p> <p>Medium</p> <p>King County</p> <p>Widen to 5 lanes Install signal @ Woodinville Drive/127th Pl. NE Construct Curb, Gutter, Sidewalk Street trees and landscaping Construct Bike Lane</p>

N-85
Hollywood Hill Loop Pathway System
156 Pl NE, 160 Pl NE, 168 Ave NE, NE
143 St, 155 Ave NE, NE 153 St.,

Low

King County

Construct Neighborhood Pathway

N-87.2 \$1,300,000

NE 185th St.

From: 68th Ave. NE

To: 73rd Ave. NE

Medium

King County

Construct new two lane roadway
Construct Curb, Gutter, Sidewalk.
Street trees and landscaping

N-89.1

172nd Ave. NE

From: NE 116th St

To: NE 138th St.

Low

King County

Construct Neighborhood Pathway

N-89.2

164th Ave. NE/167th Ave. NE

From: 172nd Ave. NE

To: Woodinville-Duvall Road

Low

King County

Construct Neighborhood Pathway

N-89.3

Du Roche Road

From: 172nd Pl. NE

To: Woodinville-Duvall Rd

Medium

King County

Construct Neighborhood Pathway

N-89.4

176th Ave. NE

From: Woodinville-Duvall Rd

To: NE 195th St.

Low

King County

Construct Neighborhood Pathway

N-89.5

168th Ave. NE

From: NE 143rd Pl

To: NE 140th St.

Low

King County

Construct Neighborhood Pathway

N-90

NE 195th St.

From: 166th Ave. NE

To: 176th Ave. NE

Medium

King County

Construct Neighborhood Pathway

N-108 (JOINT)

SR 522

West of 68 Ave NE

High

Metro

WSDOT

King County

Pedestrian bridge over SR 522

N-111

71st Ave. NE (approximately)

From: NE 181st St

To: SR 522

Low

Private

Dedicated pedestrian pathway

N-112 \$650,000

East Riverside Drive

From: 108th Ave. NE

To: 127th Pl. NE

Medium

Bothell

King County

Add two-way left turn lane or turn channels
where needed

Street trees and landscaping

Pave Shoulders

N-128

170 AVE NE

From: NE 195 St

To: County Line

Distance: .51 Mile

King County

Construct Neighborhood Pathway

SHORELINE

EXISTING PROJECTS

S-2 (\$ 134,000) [\$ 134,000]

20 AVE NW

From: RICHMOND BEACH RD

To: NW 190 ST

Distance: 0.25 Mile

Priority - Low

King County

-Pave Shoulders

S-3 (\$ 118,000) [\$ 118,000]

RICHMOND BCH DR/NW 195 PL

From: NW 196 ST

To: NW 196 ST (LOOP)

Distance: 0.20 Mile

Priority - Medium

King County

-Pave Shoulders

S-4 (\$ 306,000) [\$ 306,000]

14 NW/SPRNGDL PL/NW 188

From: NW 175 ST

To: RICHMOND BEACH RD

Distance: 0.81 Mile

Priority - Medium

King County

-Pave Shoulders

SS-7.1 (\$ 234,000)

3 AVE NW

From: RICHMOND BEACH RD

To: NW 205 ST

Distance: 0.65 Mile

Priority - High

K.C. CIP # 101694

King County

Construct Curb, Gutter, Sidewalk

S-9 (\$ 496,000) [\$ 496,000]

6 AVE NW/180 ST/8 AVE

From: RICHMOND BEACH RD

To: NW 175 ST

Distance: 0.76 Mile

Priority - High

King County

-Pave Shoulders

S-10 (\$ 451,000) [\$ 451,000]

NW INNIS ARDEN WY

From: SHORELINE COMM COLL

To: 10 AVE NW

Distance: 0.67 Mile

Priority - High

King County

-Pave Shoulders

SS-11 (\$ 199,000) [\$ 198,000]

8 AVE NW

From: RICHMOND BEACH RD

To: NW 205 ST

Distance: 0.88 Mile

Priority - High

K.C. CIP # - 101691

King County

-Pave Shoulders

S-14 (\$ 213,000) [\$ 213,000]

10 AVE NW

From: NW 175 ST

To: NW 167 ST

Distance: 0.50 Mile

Priority - Low

King County

-Pave Shoulders

S-17 [\$ 213,000]

1 AVE NE

From: NE 195 ST

To: NE 185 ST

Distance: 0.50 Mile

Private

-Pave Shoulders

S-18 (\$ 222,000) [\$ 222,000]

5 AVE NE

From: NE 175 ST

To: NE 185 ST

Distance: 0.52 Mile

Priority - Medium

King County

-Pave Shoulders

S-19 (\$ 365,000) [\$ 365,000]

5 AVE NE

From: NE 185 ST

To: NE 205 ST

Distance: 1.00 Mile

Priority - Low

King County

-Pave Shoulders

S-20 (\$ 455,000) [\$ 455,000]

10 AVE NE

From: NE 185 ST

To: PERKINS WY NE

Distance: 0.25 Mile

Priority - High

King County

Construct Bike Lanes

Construct Curb, Gutter, Sidewalk

S-22 (\$ 510,000) [\$ 510,000]
NE 178 ST/24 AVE NE
From: 15 AVE NE
To: LAKE FOREST PARK
Distance: 1.50 Miles

Priority - Medium

King County

Sign Bike Route East of 25th Ave NE
Construct Curb, Gutter, Sidewalk
Construct Bike Lane

S-24 [\$ 213,000]
NE 155/156/157 ST
From: 25 AVE NE
To: BOTHELL WAY NE
Distance: 0.50 Mile

Private

-Construct Walkway/Pathway

SS-25 (\$ 2,398,000) [\$ 176,000]
15 AVE NE
From: NE 150 ST
To: NE 165 ST
Distance: 0.87 Mile

Priority - High
K.C. CIP # - 100991

King County

-Turn Channels - North & South Legs
-Upgrade Traffic Signal
-Construct Curb, Gutter, Sidewalk

S-26 (\$ 138,000) [\$ 138,000]
15 AVE NE @ NE 148 ST

Priority - Medium

King County

-Pedestrian Crossing Signals

SS-27 (\$ 271,000) [\$ 271,000]
NE PERKINS WAY
From: 10 AVE NE
To: 15 AVE NE
Distance: 0.35 Mile

Priority - High
K.C. CIP # - 100191

King County

-Pave Shoulder on N side
Sign Bike Route

S-29 (\$ 105,000) [\$ 105,000]
NE 204 ST
From: 47 AVE NE
To: 56 AVE NE
Distance: 0.30 Mile

Priority - Medium

King County

-Spot Paving of Shoulders

S-30 (\$ 39,000) [\$ 39,000]
NE 197 ST/NE 201 ST
From: 40 AVE NE
To: 47 AVE NE
Distance: 0.60 Mile

Priority - Medium

King County

-Spot Paving of Shoulders

S-36.2 (\$ 450,000) [\$ 450,000]
INTERURBAN TRAIL(SHORELINE)
From: N 145 ST
To: N 205 ST
Distance: 3.10 Miles

Priority - Low

King County

-Construct Multi-purpose Trail

S-61 (STATE) [\$ 1,591,000]
SR-99 (AURORA AVE N)
From: N 145 ST
To: N 205 ST
Distance: 3.00 Miles

Priority - High

Washington State Dept. of Transportation
Metro

-Construct Curb, Gutter, Sidewalk
Construct Bikeway or Shoreline Trail

S-65 [\$ 506,000]
10 AVE NE
From: NE 155 ST
To: NE 185 ST
Distance: 1.50 Miles

Private

-Pave Shoulders

S-66 [\$ 436,000]
ASHWORTH AVE N
From: N 185 ST
To: N 200 ST
Distance: 0.76 Mile

Private

-Widen Travel Lanes
-Pave Shoulders

S-67 (\$ 295,000) [\$ 295,000]
CARLYLE HALL RD
From: DAYTON AVE N
To: NW 175 ST
Distance: 0.59 Mile

Priority - High

King County

-Pave Shoulders

S-68 (\$ 196,000) [\$ 196,000]

1 AVE NE

From: NE 145 ST

To: NE 155 ST

Distance: 0.50 Mile

Priority - High

King County

-Construct Curb, Gutter, Sidewalk

S-70 [\$ 99,000]

37 AVE NE

From: NE 165 ST

To: NE 178 ST

Distance: 0.45 Mile

Private

-Pave Shoulders

-Construct Walkway/Pathway

S-72 [\$ 107,000]

15 AVE NW

From: NW RICHMOND BEACH RD

To: NW 205 ST

Distance: 0.50 Mile

Private

-Pave Shoulders

S-73 [\$ 492,000]

ASHWORTH AVE N

From: N 145 ST

To: N 185 ST

Distance: 1.50 Miles

Private

-Pave Shoulders

-Construct Walkway/Pathway

S-75 [\$ 68,000]

NE 158 ST

From: 25 AVE NE

To: 35 AVE NE

Distance: 0.50 Mile

Private

-Construct Walkway/Pathway

S-76 (\$ 867,000) [\$ 867,000]

NW 175 ST

From: 10 AVE NW

To: ST LUKE PL

Distance: 0.75 Mile

Priority - Medium

King County

-Widen Travel Lanes

-Pave Shoulders

S-77 [\$ 67,000]

WALLINGFORD AVE N

From: N 145 ST

To: N 155 ST

Distance: 0.50 Mile

Private

-Construct Walkway/Pathway

S-78 [\$ 279,000]

8 AVE NE

From: NE 165 ST

To: NE 175 ST

Distance: 0.50 Mile

Private

-Construct Curb, Gutter, Sidewalk

S-81 (\$ 192,000) [\$ 192,000]

NE 193 ST

From: 61 AVE NE

To: 55 AVE NE

Distance: 0.30 Mile

Priority - Medium

King County

-Reconstruct Shoulders

-Construct Walkway/Pathway

S-85 (\$ 828,000) [\$ 828,000]

5 AVE NE @ NE 175 ST

Priority - High

K.C. CIP # - 100490

King County

-Provide Left Turn Lane

-Upgrade Traffic Signal

-Construct Curb, Gutter, Sidewalk

S-87 (\$ 235,000) [\$ 235,000]

15 AVE NE @ NE 196 ST

Priority - High

King County

-Traffic Signal

-Construct Curb, Gutter, Sidewalk

SS-111 (\$ 177,000) [\$ 177,000]

N 155 ST

From: LINDEN AVE N

To: AURORA AVE N

Distance: 0.25 Mile

Priority - Medium

K.C. CIP # - 101292

King County

-Widen Roadway

-Provide Right Turn Lane-

Construct Curb, Gutter, Sidewalk

Coordinate with Shoreline Trail

SS-113 (\$ 97,000) [\$ 97,000]

WESTMINSTER WAY

From: N 145 ST

To: N 153 ST

Distance: 0.60 Mile

Priority - High

K.C. CIP # - 100692

King County

-Pave Shoulders

S-115 (\$ 119,000) [\$ 119,000]
RICHMOND BEACH RD
From: 8 AVE NW
To: 400 FEET EAST

Priority - High
King County

-Construct Curb, Gutter, Sidewalk

S-119 (\$ 173,000) [\$ 173,000]
FREMONT AVE N
From: N 165 ST
To: N 205 ST

Priority - High
K.C. CIP # - 100292

King County

Pave Shoulders

S-121 (\$122,000)
GREENWOOD AVE N
From: N GREENWOOD DR
To: CARLYLE-HALL RD
Distance: 0.20 Mile

Private

-Pave Shoulders

NEW 1992 PROJECTS

S-122
NE 195 ST/10 AVE NE
From: I-5 BRIDGE
To: PERKINS WAY
Distance: 0.30 Mile

Priority - N/C

Private

-Install Bike Route and Warning Signs
Pave Shoulders/**Walkway Pathway**
Add drainage

S-123
NE 195 ST
From: 1 AVE NE
To: I-5 BRIDGE
Distance: 0.30 Mile

Priority - N/C

Private

-Install Bike Route and Warning Signs
Pave Shoulders/**Walkway Pathway**

S-124
NE 195 ST
From: MERIDIAN
To: 1 AVE NE
Distance: 0.50 Mile

Priority - N/C

Private

-Construct Multi-purpose Off Road Trail

S-125 (STATE)
NE 165 ST
From: I-5 CROSSING
To:
Distance: 0.10 Mile

Priority - Low

King County
Washington State Dept. of Transportation

Construct Pedestrian Over/Under Crossing

S-126
NE 168 ST
From: 15 AVE NE
To: 25 AVE NE
Distance: 0.50 Mile

Priority - N/C

Private

-Install Bike Route and Warning Signs
Pave Shoulders

S-127 (\$296,000)
15 AVE NW/NW 167 ST
From: NW INNIS ARDEN WAY
To: NW 175 ST
Distance: 0.80 Mile

Priority - Low

King County

-Pave Shoulders

S-131 (\$ 275,000)
N 160 ST
From: GREENWOOD AVE N
To: SR-99
Distance: 0.48 Mile

Priority - High

King County

Construct Sidewalks

S-132 (\$521,000)
RICHMOND BEACH RD
From: FREMONT AVE N
To: 20 AVE NW
Distance: 1.80 Miles

Priority- Medium

King County

Restripe for Bike Lanes

S-133 (\$ 209,000)
NE PERKINS WAY
From: 15 AVE NE
To: 18 AVE NE
Distance: 0.45 Mile

Priority - Medium

King County

Pave Shoulders
Stripe Bike Lane on Shoulders

S-136 (\$ 133,000)

37/40 AVE NE

From: NE 197 ST

To: NE 205 ST

Distance: 0.40 Mile

Priority - High

King County

-Pave Shoulders

S-137.1 (\$ 644,000)

25 AVE NE

From: NE 145 ST

To: NE 168 ST

Distance: .80 Miles

Priority - High

King County

-Sign and Stripe Bike Lanes

-Construct Sidewalk on E Side

S-137.2 (\$ 471,000)

NE 175 ST/25 AVE NE

From: NE 168 ST

To: 15 AVE NE

Distance: .8 Miles

Priority - High

King County

-Pave Shoulders

S-138 (\$ 138,000)

20 AVE NW

From: NW 195 ST

To: NW 205 ST

Distance: 0.50 Mile

Priority - Medium

King County

-Pave Shoulders

S-139 (\$144,000) [\$144,000]

DAYTON AVE N

From: N 172 ST

To: ST LUKES PL)

Distance: .25 Mile

Priority - High

King County

Pave Shoulders

Spot Paving

PROPOSED 1993 PROJECTS

S-140

WESTMINSTER WAY NE

From: N 145 ST

To: N 155 ST

King County

Construct Curb, Gutter, Sidewalk

S-141

N 165 ST

From: ASHWORTH AVE N

To: DENISMORE AVE N

King County

Construct Pedestrian Pathway

Construct Bikeway

SNOQUALMIE VALLEY

EXISTING PROJECTS

SQ-2 (\$508,000)

MILL POND RD

From: SR 202

To: REINIG RD

Distance: 1.50 Miles

Priority - Low

King County

Construct Neighborhood Pathways

SQ-4.2 (\$ 1,893,000) [\$ 1,893,000]

NE 124 ST

From: W SNOQ VALLEY RD

To: SR-203

Distance: 1.00 Mile

Priority - Low

King County

-Reconstruct Roadway

-Pave Shoulders

SQ-9 (\$ 1,914,000) [\$ 1,914,000]

NE 80 ST

From: W SNOQ VALLEY RD

To: AMES LK RD

Distance: 1.00 Mile

Priority - Low

King County

-Pave Shoulders

SQ-12.1 (\$ 1,307,000) [\$1,307,000]

PRESTON-FALL CITY RD

From: SR-202

To: I-90

Distance: 4.20 Miles

Priority - Medium

King County

-Pave Shoulders

SQ-21 [\$ 716,000]

LAKE ALICE RD

From: PRESTON-FALL CITY RD

To: LAKE ALICE

Distance: 2.20 Miles

Private

-Reconstruct Shoulders

SQ-22.1 (JOINT) [\$ 244,000]

SR-202

From: 334 PL SE

To: PRESTON-FALL CITY RD

Distance: 0.30 Mile

Priority - Medium

Washington State Dept. of Transportation

Private

-Reconstruct Roadway

-Construct Curb, Gutter, Sidewalk

-Construct Bike Lane

SQ-22.2 [\$ 2,525,000]

FALL CITY COMM ACCESS RID

From: SE 43 ST/340 PL SE

To: 341 PL SE

Private

-Reconstruct Roadway

-Construct Curb, Gutter, Sidewalk

SQ-23 (\$ 1,136,000)* [\$ 1,136,000]

436 AVE SE/CEDAR FALLS RD

From: I-90

To: WILDERNESS RIM

Distance: 2.00 Miles

Priority - Low

King County

Private

-Realign Roadway

-Reconstruct Shoulders

SQ-26 (\$ 102,000) [\$ 102,000]

CARNATION FARM RD

From: NE 80 ST

To: SR-203

Distance: 3.50 Miles

Priority - Medium

King County

-Spot Paving of Shoulders

-Install Bike Route and Warning Signs

SQ-27 (\$177,000) [\$ 177,000]

WEST SNOQUALMIE VALLEY RD

From: WOODINVILL-DUVALL RD

To: CARNATION RD

Distance: 6.00 Miles

Priority - Medium

King County

-Spot Pavement of Shoulders

-Install Bike Route and Warning Signs

SQ-28 (\$ 49,000) [\$ 49,000]

REINIG RD

From: SE FALL STATION RD

To: 428 AVE SE

Distance: 1.70 Miles

Priority - Low

King County

Construct Neighborhood Pathways

SQ-29 (\$ 379,000)* [\$ 506,000]

428 AVE SE/NE 12 ST

From: REINIG RD

To: NORTH BEND WAY

Distance: 1.50 Miles

Priority - Low

King County

City of North Bend

Construct Neighborhood Pathways

SQ-31 (\$ 375,000)* [\$ 375,000]
PRESTON-SNOQ FALLS TRAIL
From: LAKE ALICE RD
To: SNOQUALMIE FALLS
Distance: 3.00 Miles

Priority - Medium
K.C. CIP # - 7195

King County
Private

-Construct Multi-purpose Off Road Trail

SQ-32.2 (\$ 2,146,000) [\$2,146,000]
SNOQ VALLEY TRAIL PHASE II
From: CARNATION
To: TOKUL ROAD
Distance: 17.00 Miles

Priority - Medium

King County

-Construct Multi-purpose Off Road Trail
-Provide Equestrian Facility

SQ-70 (\$ 95,000) [\$ 95,000]
KELLY RD
From: CHERRY VALLEY RD
To: BIG ROCK RD
Distance: 5.00 Miles

Priority - Low

King County

-Provide Equestrian Facility
Install Bike Warning Signs

SQ-73 (\$ 190,000) [190,000]
SE MT SI RD
From: 452 AVE SE
To: 800' EAST
Distance: 0.15 Mile

Priority - Low

King County

-Realign Roadway
-Provide Equestrian Facility

SQ-76 (\$ 24,000) [\$ 24,000]
TOLT PIPELINE TRAIL
From: SNOQUALMIE VAL RD
To: N FORK TOLT RIVER
Distance: 6.50 Miles

Priority - Low

King County

-Construct Multi-purpose Off Road Trail
-Provide Equestrian Facility

SQ-77 (\$ 145,000) [\$ 145,000]
TOLT-SKYKOMISH TRAIL
From: N FORK TOLT RIVER
To: SR-2
Distance: 15.00 Miles

Priority - Low

King County

-Conduct Feasibility/Needs Study to
-Construct Multi-purpose Off Road Trail
-Provide Equestrian Facility

SQ-88 (STATE)
SR-202
From: TOLT HILL RD
To: NORTH BEND RD
Distance: 14.00 Miles

Priority - Medium

Washington State Dept. of Transportation

Pave Shoulders

SQ-89 (STATE)
SR-203
From: NORTH COUNTY LINE
To: SR-202
Distance: 22.00 Miles

Priority - High

Washington State Dept of Transportation

Pave Shoulders

SQ-93 (\$ 113,000) [\$ 113,000]
MT SI RD
From: NORTH BEND WAY
To: NW CORNER OF SEC 8
Distance: 6.00 Miles

Priority - Low

King County

-Provide Equestrian Facility

SQ-94 (\$ 28,000) [\$ 28,000]
SE 140 ST/MIDDLE FORK RD
From: NORTH BEND WAY
To: OLD GRAVEL PIT
Distance: 1.50 Miles

Priority - Low

King County

-Provide Equestrian Facility

SQ-102 (\$ 1,262,000) [\$ 1,262,000]
CEDAR FALLS/TANNER TRAIL
Distance: 10.00 Miles

Priority - Medium

Private
King County

-Construct Multi-purpose Off Road Trail
-Provide Equestrian Facility

PROPOSED 1993 PROJECTS

SQ-120
CARNATION BYPASS TRAIL
From: NE 60 ST
To: TOLT HILL RD

King County

Construct Multipurpose Trail

SOOS CREEK

EXISTING PROJECTS

SSC-3.1 (\$ 2,897,000) [\$ 2,897,000]

116 AVE SE

From: SE 176 ST

To: SE 192 ST

Distance: 1.06 Miles

Priority - High

K.C. CIP # - 400190

King County

-Widen Roadway

Construct Bike Lanes

-Construct Curb, Gutter, Sidewalk

-Traffic Signal

SSC-3.3 (\$ 3,615,000) [\$ 3,615,000]

116 AVE SE @ SE 168 ST

From: RENTON C/L

To: PETROVITSKY RD SE

Distance: 1.07 Miles

Priority - High

K.C. CIP # - 400593

King County

-Turn Channels

-Traffic Signal

-Widen To Three Lanes

-Construct Bike Lane

-Construct Curb, Gutter, Sidewalk

SSC-5.2 (\$ 5,711,000) [\$ 5,711,000]

SE 256 ST PH I

From: 116 AVE SE

To: 132 AVE SE

Distance: 0.94 Mile

Priority - High

K.C. CIP # - 501093

King County

-Widen to Four Lanes Plus

Two-Way Left Turn Lane

-Construct Bike Lanes

-Construct Curb, Gutter, Sidewalk

-Traffic Signal

SSC-5.3 (\$ 4,671,000) [\$ 4,671,000]

SE 256 ST PHASE II - CONST

From: 132 AVE SE

To: 148 AVE SE

Distance: 1.00 Mile

Priority - High

K.C. CIP # - 500392

King County

-Widen to Four Lanes Plus

Two-Way Left Turn Lane

-Construct Bike Lane

-Construct Curb, Gutter, Sidewalk

-Upgrade Traffic Signal

-Replace Bridge

SSC-5.6 (\$ 4,523,000) [\$ 4,523,000]

SE 256 ST PHASE III - CONST

From: 148 AVE SE

To: 164 AVE SE

Distance: 1.00 Mile

Priority - High

K.C. CIP # - 500193

King County

-Widen to Four Lanes Plus

Two-Way Left Turn Lane

Replace Bridge

-Construct Bike Lane

-Construct Curb, Gutter, Sidewalk

Provide Crosswalks at Trail Crossing

SC-5.7 (\$ 3,884,000) [\$ 3,884,000]

SE 256 ST

From: 164 AVE SE

To: 180 AVE SE

Distance: 1.00 Mile

Priority - Low

King County

-Widen to Four Lanes Plus

Two-Way Left Turn Lane

Construct Bike Lanes

-Construct Curb, Gutter, Sidewalk

SC-7 [\$ 102,000]

SE 204 ST

From: BENSON RD

To: 100 AVE SE

Distance: 0.50 Mile

Private

-Pave Shoulders

SC-9 [\$ 124,000]

147 AVE SE/SE 176 ST

From: SE 174 ST

To: PETROVITSKY RD

Distance: 0.65 Mile

Private

-Construct Curb, Gutter, Sidewalk

SC-15 (\$ 2,264,000) [\$ 2,264,000]

SE 240 ST

From: 164 AVE SE

To: SR-18

Distance: 3.00 Miles

Priority - Low

King County

-Pave Shoulders

SC-16 (\$ 522,000) [\$ 522,000]

KENT-BLACK DIAMOND RD

From: SR-18

To: SE LAKE HOLM RD

Distance: 2.50 Miles

Priority - Low

King County

-Pave Shoulders

-Provide Equestrian Facility

SC-23 (\$ 8,289,000) [\$ 8,289,000]
140 PL SE
From: SR-169
To: PIPELINE RD
Distance: 1.75 Miles

Priority - High
K.C. CIP # - 400287

King County

- Widen to Four Lanes Plus Two-Way Left Turn Lane
- Construct Curb, Gutter, Sidewalk
- Construct Bike Lanes**
- Traffic Signal

\$SC-26 (\$ 5,503,000) [\$ 5,503,000]
SE 240 ST
From: 116 AVE SE
To: 138 AVE SE
Distance: 1.28 Miles

Priority - High
K.C. CIP # - 500187

King County

- Widen to Four Lanes Plus Two-Way Left Turn Lane
- Traffic Signal
- Construct Bike Lane**
- Construct Curb, Gutter, Sidewalk

SC-28 (\$ 157,000) [\$ 157,000]
SE 240 ST
From: 138 AVE SE
To: 164 AVE SE
Distance: 1.63 Miles

Priority - Medium

King County

- Pave Shoulders

SC-29 (\$ 1,797,000) [\$1,797,000]
SE 320 ST
From: 112 AVE SE
To: 124 AVE SE
Distance: 0.74 Mile

Priority - High

King County

- Construct Curb, Gutter, Sidewalk
- Construct Bike Lane**

\$SC-34.1 (\$ 5,358,000) [\$ 5,358,000]
SE 208 ST PHASE II
From: 116 AVE SE
To: 132 AVE SE
Distance: 1.00 Mile

Priority - High
K.C. CIP # - 400186

King County

- Widen to Four Lanes Plus Two-Way Left Turn Lane
- Upgrade Traffic Signal
- Construct Bike Lanes**
- Construct Curb, Gutter, Sidewalk

SC-35 (\$ 497,000) [\$ 497,000]
SE 208 ST
From: 132 AVE SE
To: 148 AVE SE
Distance: 1.00 Mile

Priority - High

King County

- Pave Shoulders
- Provide Equestrian Facility

SC-36 (\$ 577,000) [\$ 577,000]
104 AVE SE (RIVERSIDE AVE)
From: SE 304 WAY
To: SE 320 ST
Distance: 1.10 Miles

Priority - High

King County

- Pave Shoulders

SC-37 (\$ 272,000) [\$ 272,000]
104 AVE SE/SE 272 ST
From: SE 264 ST
To: 108 AVE SE
Distance: 0.70 Mile

Priority - Low

King County

- Pave Shoulders

\$SC-55.1 (\$ 9,631,000) [\$ 9,631,000]
132/140 AVE SE
From: SE 176 ST
To: SE 192 ST
Distance: .45 Miles

Priority - High
K.C. CIP # 401195

King County

- Conduct Feasibility/Needs Study to
- Conduct Preliminary Design Study
- Widen to Four Lanes Plus Two-Way Left Turn Lane
- Upgrade Traffic Signal
- Construct Curb, Gutter, Sidewalk**
- Construct Bike Lanes**

SC-55.2 (\$ 9,631,000) [\$ 9,631,000]
140 PL SE/132 AV SE
From: SE 192 ST
To: SE 208
Distance: .45 Miles

Priority - N/C

King County

- Widen to Four Lanes Plus Two-Way Left Turn Lane
- Construct Bike Lanes**
- Construct Curb, Gutter, Sidewalk**
- Upgrade Traffic Signal

SC-55.3 (\$9,631,000)
132/140 AVE SE-CONST
From: SE 208 ST
To: SR-516
Distance: 4.00 Miles

Priority - High

King County

Widen to Four Lanes Plus Two Way Left
Turn Lane
Construct Bike Lane
Construct Curb, Gutter, Sidewalk

SC-61.2 (\$19,751,000) [\$19,751,000]
SE 277 SE CORRIDOR CONST
From: 83 AVE SE
To: SR-18
Distance: 2.50 Miles

Priority - High

King County
City of Auburn
City of Kent

-Construct Four Lane Arterial
-Monitor Demand and Study
Transit/HOV Feasibility
-Construct Curb, Gutter, Sidewalk
Construct Bike Lane

\$SC-63 (\$ 470,000) [\$ 471,000]
164 AVE SE @ SE 256 ST

Priority - High
K.C. CIP # - 401592

King County

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Construct Bike Lanes

\$SC-64.2 (\$ 8,079,000) [\$ 8,079,000]
SE 192 ST
From: BENSON RD
To: 140 AVE SE
Distance: 2.00 Miles

Priority - High
K.C. CIP # - 401595

King County

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Turn Channels
-Upgrade Traffic Signal
-Construct Curb, Gutter, Sidewalk
-Construct Bike Lanes

SC-68 (\$ 391,000) * [\$ 3,914,000]
SE CARR RD
From: 108 AVE SE
To: TALBOT RD
Distance: 0.80 Mile

Priority - High

City of Renton
King County

-Widen to Six Lanes
-Construct Curb, Gutter, Sidewalk

\$SC-73 (STATE) [\$ 5,050,000]
SR-515 (BENSON) HIGHWAY
From: SE 196 ST
To: SE 235 ST
Distance: 2.50 Miles

Priority - High

Washington State Dept. of Transportation

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Construct Curb, Gutter, Sidewalk

\$SC-78 (\$ 2,572,000) [\$ 2,572,000]
PETROVITSKY RD PHASE III
From: 143 AVE SE
To: 151 AVE SE
Distance: 0.52 Mile

Priority - High
K.C. CIP # - 400290

King County

-Widen to Four Lanes Plus
Two-Way Left Turn Lane
-Construct Curb, Gutter, Sidewalk
-Traffic Signal
-Construct Bike Lanes

SC-91 (\$ 278,000) [\$ 278,000]
196 AVE SE
From: SE 240 ST
To: SE 232 ST
Distance: 0.50 Mile

Priority - Low

King County

-Pave Shoulders

SC-92 (\$ 856,000) [\$ 856,000]
196 AVE SE
From: SE 166 ST
To: SE 168 ST

Priority - Low
K.C. CIP # - 400491

King County

-Pave Shoulders

SC-110 (\$87000) [\$ 87,000]
SOOS CREEK BRIDGE:3110
From: ON SE 208 ST
To:

Priority - Medium

King County

-Reconstruct Bridge
Widen Bridge
-Provide Equestrian Facility

SC-126.2 (\$ 190,000) [\$ 190,000]
LAKE HOLM RD
From: NEAR LAKE HOLM
To:
Distance: 0.10 Mile

Priority - Low

King County

-Widen Roadway
-Pave Shoulders

SC-129 (\$ 1,030,000) [\$ 1,030,000]
CEDAR RIVER TRAIL PART I
From: RENTON CITY LIMITS
To: JONES RD
Distance: 4.75 Miles

Priority - Medium

City of Renton
King County

-Construct Multi-purpose Off Road Trail

SC-139 (\$ 2,737,000)
PETROVITSKY RD PHASE IV
From: 151 AVE SE
To: PETROVITSKY PARK
Distance: 0.80 Mile

Priority - High

King County

-Widen Roadway
-Turn Channels
-Construct Curb, Gutter, Sidewalk
-Construct Bike Lanes

SC-140 (\$ 2,725,000) [\$ 2,725,000]
124 AVE SE
From: SE 192 ST
To: SE 208 ST
Distance: 0.75 Mile

Priority - High

King County

-Construct Curb, Gutter, Sidewalk
-Construct Bike Lanes

SC-141 (\$ 4,633,000)
116 AVE SE
From: SE 208 ST
To: SE 256 ST
Distance: 3.00 Miles

Priority - Medium

King County
City of Kent

-Widen To Three Lanes
-Construct Curb, Gutter, Sidewalk
-Construct Bike Lanes

SC-142 (\$ 1,047,000) [\$ 1,047,000]
148 AVE SE
From: SE 192 ST
To: SE 256 ST
Distance: 4.00 Miles

Priority - Low

King County

-Pave Shoulders

SC-143 (\$ 797,000) [\$ 797,000]
164 AVE SE
From: SE 224 ST
To: SR-516
Distance: 3.00 Miles

Priority - Low

King County

-Pave Shoulders

SC-144 (\$ 100,000)
132 AVE SE
From: SR-516
To: SE 312 ST
Distance: 2.50 Miles

Priority - Low

Conduct Feasibility/Needs Study to
Widen to Four Lanes

SC-145 (\$ 255,000) [\$ 255,000]
152 AVE SE
From: SR-516
To: SR-18
Distance: 0.75 Mile

Priority - Low

King County

-Construct Curb, Gutter, Sidewalk

SC-146 (N/C)
SE 304 ST
From: 108 AVE SE
To: 132 AVE SE
Distance: 1.25 Miles

Priority - Med

King County

-Widen Roadway
-Construct Curb, Gutter, Sidewalk
Construct Bike Lanes

SC-147 (\$ 428,000) [\$ 428,000]
124 AVE SE
From: SE 304 ST
To: SE 320 ST
Distance: 1.00 Mile

Priority - High

King County

-Construct Curb, Gutter, Sidewalk
Construct Bike Lane

SC-148 (N/C)
116 AVE SE
From: SE 304 ST
To: SE 312 ST
Distance: 0.50 Mile

Priority - Low

King County

-Construct New Road

SC-149 (N/C)
180 AVE SE/WAX RD
From: SR-18 OVERPASS
To: COVINGTON WAY
Distance: 1.56 Miles

Priority - High

King County

-Widen To Three Lanes
-Construct Curb, Gutter, Sidewalk
-Construct Bike Lanes

SC-150 (N/C)
S 212 WAY/SE 208 ST
From: SR-515
To: SR-167
Distance: 1.00 Mile

Priority - High

King County

-Widen to Six Lanes

SC-151 (\$ 290,000)
SE 224 ST
From: 132 AVE SE
To: 148 AVE SE
Distance: 1.00 Mile

Priority - Medium

King County

Pave Shoulders

SC-152 (\$ 226,000) [\$ 226,000]
168 WAY (AVE) SE
From: KENT-BL DIAMOND RD
To: AUBURN-BL DIAMOND RD
Distance: 0.75 Mile

Priority - Low

King County

-Pave Shoulders

SC-153 (PRIVATE)
SE 224 ST
From: 116 AVE SE
To: 132 AVE SE
Distance: 0.50 Mile

Priority - Low

Private

-Construct New Road

SC-154 (\$ 3,375,000)
SE 248 ST
From: 116 AVE SE
To: 132 AVE SE
Distance: 1.00 Mile

Priority - High

King County

-Widen Roadway
-Construct Curb, Gutter, Sidewalk
-Construct Bike Lanes

SC-161 (\$ 1,367,000)
112 AVE SE
From: SE 312 ST
To: SE 320 ST
Distance: 0.50 Mile

Priority - Low

King County

Private

-Construct New Road

SC-162 (1,287,000)
COVINGTON WAY SE
From: SE WAX RD
To: SR-18 OVERPASS
Distance: 0.50 Mile

Priority - Medium

King County

-Widen to Four Lanes
-Turn Channels
Construct Bike Lane

SC-164 (N/C)
LEA HILL ROAD
From: 104 AVE SE
To: 112 AVE SE
Distance: 0.75 Mile

Priority - High

King County

-Widen Roadway
Pave Shoulders

SC-165 (2,504,000)
SE 312 ST
From: 112 AVE SE
To: 132 AVE SE
Distance: 1.00 Mile

Priority - Medium

King County

-Widen To Three Lanes
-Construct Curb, Gutter, Sidewalk
Construct Bike Lanes

NEW 1992 PROJECTS

SC-168 (\$212,000)
128 AVE SE
From: Petrovisky Rd
To: SE 168th St

Priority- High

King County

Construct Curb, Gutter, Sidewalk
Construct Bike Lane

SC-169 (\$ 468,000)

116 AVE SE

From: SR-516

To: SE 256 ST

Distance: 0.40 Mile

Priority - High

King County

City of Kent

Widen Roadway

Construct Bike Lane

Construct Curb, Gutter, Sidewalk

SC-170 (\$ 976,000)

112 AVE SE/108 AVE SE

From: SE 272 ST

To: SE 304 ST

Distance: 2.18 Miles

Priority - High

King County

-Pave Shoulders

PROPOSED 1993 PROJECTS

SC- 178

PETROVISKY RD SE

From: SE 184 ST Crossing

King County

Provide Crosswalk and signalization

LAKE DESIRE NEIGHBORHOOD

Lake Desire

King County

Conduct Walkway Study

TAHOMA-RAVEN HEIGHTS

EXISTING PROJECTS

T-11.1 (\$ 1,149,000) [\$ 1,149,000]

ISSAQUAH-HOBART RD

From: SE MAY VALLEY RD

To: ISSAQUAH CITY LIMITS

Distance: 1.70 Miles

Priority - Medium

King County

- Widen Roadway
- Improve Sight Distance
- Pave Shoulders

T-11.2 (\$ 3,371,000) [\$ 3,371,000]

ISSAQUAH-HOBART RD

From: SE MAY VALLEY RD

To: CEDAR GROVE RD

Distance: 1.20 Miles

Priority - Medium

King County

- Widen Roadway
- Improve Sight Distance
- Pave Shoulders

T-12.1 (\$ 916,000) [\$ 916,000]

WITTE RD SE (INTERSECTION)

From: SR-516

To: SE 245 ST

Priority - High

King County

- Turn Channels
- Pave Shoulders

T-12.2 (\$ 742,000) [\$ 742,000]

WITTE RD SE (BIKEWAY)

From: SR-516

To: SE 245 ST

Distance: 1.60 Miles

Priority - Medium

King County

- Pave Shoulders

T-13.2 (\$ 1,531,000) [\$ 1,531,000]

SE 216 ST

From: APPROX 232 AVE SE

To: 276 AVE SE

Distance: 2.40 Miles

Priority - Low

King County

- Pave Shoulders

T-14 (\$ 2,528,000) [\$ 2,528,000]

SE WAX RD(S)/180 AVE SE

From: SR-516

To: SE 240 ST

Distance: 2.00 Miles

Priority - High

King County

- Construct Curb, Gutter, Sidewalk
- Construct Bike Lanes

T-20 (\$ 192,000)* [\$ 192,000]

WILDERNESS VILLGE SIDEWALK IMP

From: ALONG SR-169 @ WITTE

To:

Distance: 0.25 Mile

Priority - Medium

King County
Private

- Misc. Business District Projects
- Construct Curb, Gutter, Sidewalk

T-23 (\$ 1,360,000) [\$ 1,360,000]

WITTE RD SE

From: SR-169

To: SE 245 ST

Distance: 0.20 Mile

Priority - Medium

King County

- Add Two-Way Left Turn Lane
- Reconstruct Bridge
- Construct Curb, Gutter, Sidewalk
- Construct Bike Lanes**

T-24.2 (\$ 2,983,000) [\$ 2,983,000]

SE 256 ST (CONST)

From: 180 AVE SE

To: SR-18

Distance: 0.43 Mile

Priority - High

King County

- Widen to Four/Five lanes
- Construct Bike Lanes
- Construct Curb, Gutter, Sidewalk

T-24.4 (\$ 13,307,000) [\$ 13,307,000]

SE 256 ST EXT CONSTRUCTION

From: SR-18

To: WITTE RD

Distance: 2.50 Miles

Priority - Medium

King County

- Construct Two Lane Arterial
- Construct Curb, Gutter, Sidewalk
- Construct Bike Lanes**

T-26.1 (PRIVATE) [\$ 2,421,000]
SE 240 ST
From: WITTE RD SE
To: SR-169
Distance: 1.00 Mile

Priority - Low

Private

-Construct Two Lane Arterial
-Construct Bike Lanes
-Construct Curb, Gutter, Sidewalk

T-26.2 (\$ 2,726,000) [\$ 2,726,000]
SE 240 ST
From: WITTE RD SE
To: SR-18
Distance: 0.50 Mile

Priority - Low

King County

-Construct Two Lane Arterial
-Construct Bike Lane
-Construct Curb, Gutter, Sidewalk

T-28.2 (\$ 474,000) [\$ 474,000]
COVINGTON WY SE
From: THOMAS RD
To: WAX RD
Distance: 1.00 Mile

Priority - Medium

King County

-Pave Shoulders

T-29 (\$ 259,000) [\$ 259,000]
LK SAWYER RD/216 AVE SE
From: SR-516
To: AUBURN-BLACK DIA RD
Distance: 3.20 Miles

Priority - Low

King County

-Pave Shoulders

T-31 (\$ 508,000) [\$ 508,000]
SWEENEY RD SE
From: 196 AVE SE
To: SE 232 ST
Distance: 2.50 Miles

Priority - Low

King County

-Pave Shoulders

T-33 (\$ 1,601,000)* [\$ 1,601,000]
RAVENSDALE RD
From: SR-169
To: **SUMMIT-LANDSBURG**
Distance: 3.60 Miles

Priority - Medium

King County
City of Black Diamond

-Pave Shoulders

T-34 (\$ 3,773,000) [\$ 3,773,000]
COVINGTON-LK SAWYER RD
From: THOMAS RD
To: 216 AVE SE
Distance: 3.20 Miles

Priority - Low

King County

-Realign Roadway
-Pave Shoulders

T-37 (\$ 252,000) [\$ 252,000]
KENT-KANGLEY RD
From: SR-169
To: RETREAT-KANASKAT RD
Distance: 3.10 Miles

Priority - Low

King County

-Pave Shoulders

T-38 (\$ 148,000) [\$ 148,000]
SE WAX RD(N)
From: SE 240 ST
To: 180 AVE SE
Distance: 1.50 Miles

Priority - Low

King County

-Pave Shoulders

T-40 (\$ 1,257,000) [\$ 1,257,000]
RETREAT-KANASKET RD
From: KENT-KANGLEY RD
To: KANASKET-SELLECK RD
Distance: 2.80 Miles

Priority - Low

King County

-Pave Shoulders

T-42 (\$ 935,000) [\$ 935,000]
SE 216 WY RR X-ING BRIDGE
From: @ DORRE DON WAY
To:
Distance: 0.95 Mile

Priority - Low

King County

-Turn Channels
-Reconstruct Bridge
-Construct Bike Lanes
Construct Curb, Gutter, Sidewalk

T-43 [\$ 469,000]
MAX RD/SR-169 RR UNDERPASS
Distance: 0.10 Mile

Private

-Widen Roadway
-Construct Bike Lanes
Construct Curb, Gutter, Sidewalk

\$T-56.1 (STATE) [\$ 7,810,000]

SR-169

From: JONES RD

To: SR-18

Distance: 3.75 Miles

Priority - High

Washington State Dept. of Transportation

-Widen to Four Lanes

-Pave Shoulders

\$T-56.2 (STATE) [\$ 3,094,000]

SR-169

From: SR-18

To: WITTE RD SE

Distance: 1.40 Miles

Priority - High

Washington State Dept. of Transportation

-Widen to Four Lanes

-Pave Shoulders

\$T-56.3 (STATE) [\$ 4,665,000]

SR-169

From: WITTE RD SE

To: SR-516

Distance: 2.23 Miles

Priority - Medium

Washington State Dept. of Transportation

-Widen to Four Lanes

-Pave Shoulders

\$T-71 (STATE) [\$ 8,910,000]

SR-516

From: WAX RD

To: SR-169

Distance: 4.28 Miles

Priority - High

Washington State Dept. of Transportation

-Widen to Four Lanes

-Construct Curb, Gutter, Sidewalk

\$T-77 (\$ 5,179,000)

196 AVE SE

From: SR-169

To: SE PETROVISKY RD

Distance: 2.50 Miles

Priority - Low

King County

Widen Roadway

Pave Shoulders

Construct Neighborhood Pathway

\$T-78 (STATE) [\$ 16,696,000]

SR-18

From: SR-516

To: I-90

Distance: 9.20 Miles

Priority - High

Washington State Dept. of Transportation

-Widen to Four Lanes

-Construct Full Interchange

Build Separated Paved Trail

T-79.1 (\$ 523,000) [\$ 523,000]

LAKE WILDERNESS TRAIL

From: LAKE WILDERNESS

To: MAPLE VALLEY

Distance: 2.40 Miles

Priority - Medium

King County

-Construct Multi-purpose Trail

\$T-79.2 (\$ 7,701,000) [\$ 7,701,000]

BLACK DIAMOND/LK WILDERNESS TR

From: LAKE WILDERNESS

To: BLACK DIAMOND

Distance: 5.00 Miles

Priority - Low

K.C. CIP # - 10085

King County

-Conduct Feasibility/Needs Study to

-Construct Multi-purpose Trail

T-90.1 (\$ 1,452,000) [\$ 1,452,000]

CEDAR RIVER TRAIL PART II

From: JONES RD

To: LANDSBURG

Distance: 10.00 Miles

Priority - Medium

King County

-Conduct Feasibility/Needs Study to

-Construct Multi-purpose Trail

NEW 1992 PROJECTS

T-101 (N/C)

PETER GRUBB RD/184 AVE SE

From: Lake Youngs Rd

To: SE 224th St

Distance: 1.36 Miles

Priority - N/C

Private

-Pave Shoulders

Construct Equestrian Crossing Over Pipeline

T-102 (STATE)

SR-169

From: SR-516

To: AUBURN/BLK DIA RD

Distance: 3.50 Miles

Priority - Low

Washington State Dept. of Transportation

-Pave Shoulders

T-104 (\$ 252,000)

244 AVE SE

From: SR-18

To: SE 196 ST

Distance: 0.73 Mile

Priority - Medium

King County

-Pave Shoulders

T-106 (STATE)

SR -18

From: ISSAQUAH/HOBART RD

To: RAGING RIVER (MP 23.9)

Distance: 5.00 Miles

Priority - Low

Washington State Dept. of Transportation

Widen to Four Lanes

Construct Separated Multipurpose Trail

PROPOSED 1993 PROJECTS

T-77.1

196 AVE SE

From: Jones Rd

To: Petrovisky Rd

King County

Construct Neighborhood Pathway

T-113

PETER GRUBB RD/SE 232 ST

From: SE 224 ST

To: SR-18

King County

Construct Neighborhood Pathway

VASHON ISLAND

EXISTING PROJECTS

V-1 (\$ 1,773,000) [\$ 1,773,000]
VASHON ISLAND HIGHWAY
From: 105 AVE SW
To: CULMAN RD
Distance: 0.80 Mile

Priority - Low

King County

-Add Hill Climbing Lane
Construct Shoulder Bike Lane

V-3 (\$ 381,000)* [\$ 381,000]
VASHON WALKWAYS
From: VASHON COMMERCIAL DIST
To:
Distance: 1.25 Miles

Priority - High

King County
Private

-Construct Curb, Gutter, Sidewalk

V-8 (\$ 428,000) [\$ 428,000]
SW 204 ST/209 ST
From: VASHON ISLAND HWY
To: 79 PL SW
Distance: 1.20 Miles

Priority - Medium

King County

-Pave Shoulders on uphill side (N)

V-9 (\$ 752,000) [\$ 752,000]
PTG-ELLISPT/GEO-EDWD/80 PL SW
From: SW 209 ST
To: SW 228 ST
Distance: 1.25 Miles

Priority - Low

King County

-Pave Shoulders

V-20 (\$ 1,993,000) [\$ 1,993,000]
SW 204 ST/111 AVE SW/SW 220 ST
From: VASHON CENTER
To: VASHON ISLAND HWY
Distance: 6.50 Miles

Priority - Low

King County

Construct Neighborhood Pathway

V-21 (\$ 1,547,000) [\$ 1,547,000]
VASHON ISLAND HWY
From: SW 240 ST
To: S FERRY TERMINAL
Distance: 5.00 Miles

Priority - High

King County

-Pave Shoulders

V-24 (\$ 404,000) [\$ 404,000]
SW 240 ST/BAY VIEW RD
From: VASHON ISLAND HWY
To: JENSEN PT PARK ENTR
Distance: 2.25 Miles

Priority - Low

King County

-Construct Walkway/Pathway

V-26 [\$ 117,000]
SW 303 ST
From: NEAR FERRY TERMINAL
To:
Distance: 0.20 Mile

Private

-Pave Shoulders
-Reconstruct Shoulders

V-27 [\$ 131,000]
SW 228 ST
From: W OF VASH ISLAND HWY
To:
Distance: 0.25 Mile

Private

-Pave Shoulders

NEW 1992 PROJECTS

V-31 (\$ 290,000) [\$ 290,000]
SW 176 ST (SW BANK RD)
From: 107 AVE SW
To: 91 AVE SW
Distance: 1.00 Mile

Priority - Medium

King County

-Pave Shoulders

PROPOSED 1993 PROJECTS

V-32
MCCLINTOCK RD
From: SW 184 ST
To: ELLISPORT

King County

Pave Shoulders on Uphill (N)

Appendix A

Washington State Bicycle Transportation Policy Plan

Topic: Bicycle Facilities

Policy Recommendation:

The roadway and bridge system should continue to form a basis for the bicycle facility network. The roadway and bridge system should be maintained and improved to help ensure safe access by bicyclists. Bicyclists should have access to other modes of transportation to ensure smooth intermodal connections.

Action Strategies

All roadways designated as bicycle routes in local comprehensive plans within urban rural areas should be designed, constructed and maintained with consideration to their usage by bicycles. Most roadways will be Class IV bicycle facilities (roadways with no bicycle designation), with bicycles using the roadway like other vehicles.

The Washington State Department of Transportation and local jurisdictions, through the regional transportation planning process, should designate an interconnected system of Class II bikeways (a portion of the highway designated by signs and/or pavement markings for preferential bicycle use) on the urban and connecting rural roadway systems as primary bicycling facilities for transportation purposes. This Class II bikeway system should connect major activity centers, and provide for continuous travel throughout urban areas and adjacent rural areas, including linkages with other modes such as transit, ferries, and inter city travel facilities.

Class I bikeways (separate paths) are appropriate for transportation purposes for system connection or safety reasons. Examples of where separated paths are appropriate are:

- a) along or through a limited access corridor;
- b) by-passing a high traffic or other special conditions where the roadway cannot accommodate bicycles
- c) linkage with a trail system

Other transportation modes, such as transit systems and the Washington State Ferries, should design, construct and maintain their facilities with consideration to bicycle usage through:

- a) provision of secure bicycle parking at park and ride lots, stations, and terminals;
- b) accommodation of bicycles on bus routes where designated as part of bicycle route system.
- c) designing future vessels and vehicles to safely accommodate bicycles.

The Transportation Improvement Board should update their standards for bicycle route designations reflecting the state bicycle policy.

The Washington State Department of Transportation (WSDOT) should designate touring highway routes that connect with urban bicycle systems. WSDOT should target bicycle facility improvements on these routes.

Develop and implement pavement marking standards as required in Engrossed Substitute House Bill 1081.

Develop and maintain data on bicycle facilities, bicycle features on the transportation systems and bicycle usage. This information should be used to develop a state bicycle map and other bicycle information publications.

Topic: Bicycle Safety Education

Policy Recommendation:

Safety education programs and legal enforcement mechanisms for bicyclists and motorists should be implemented as intriguer parts of the Washington State Bicycle Program.

Action Strategies:

The Washington State Department of Transportation should develop an aggressive, coordinated statewide bicycle safety education program cooperatively with the Washington State Patrol, the Superintendent of Public Instruction, local governments and other bicycling interests. This safety education program should receive high priority for development and implementation and should incorporate and augment current bicycle safety education programs being carried out statewide. The safety education program should have components for K-12 students, drivers education. Adults, and general public. This program should explore innovative methods, such as on-bike training through school physical education programs as implemented in Montana.

The Washington State Patrol and local law enforcement agencies should increase enforcement of the "Rules of the Road" for bicyclists, and motorists whose actions endanger bicyclists. This enforcement should reinforce bicycling safety education programs.

The Washington State Department of Transportation should investigate bicycle accident data and enforcement issues in order to identify ways to improve bicycle safety programs within the state.

Special Bicycle Law enforcement and education programs should be developed to allow police and judicial agencies to address unique issues associated with enforcing bicycle traffic laws, especially to children. Such programs allow violators to participate in safety education presentations as an alternative to citations and fines. Model programs are needed to demonstrate this approach.

Topic: Bicycle Promotion

Policy Recommendations:

Promote bicycling commuting, especially in urban area as a Transportation Demand Management strategy designed to reduce traffic congestion, air pollution, water pollution, and energy usage.

Action Strategies:

The State Commute Trip Reduction task force coordinated by the Washington State Energy Office should ensure that a strong bicycle commuting element is incorporated into state and local Transportation Demand Management programs.

The Washington State Department of Transportation and Department of Trade and Economic Development should support joint research to develop statewide "bicycle tourist" profiles to assist local governments and businesses in promoting bicycling.

The Washington State Department of Transportation should produce a state bicycling map and should sign major bicycle touring routes on state highways throughout Washington. Local governments should be encouraged to sign on routes on their roadways.

WSDOT should continue the development of guidelines and procedures for the permitting of bicycle special events, taking into consideration the needs of both local communities and events, taking into consideration the needs of both local communities and event participants. WSDOT should hold workshops with local governments in conjunction with local bicycling clubs on safe conduct of bicycling events on state highways.

The Department of Community Development, working with the Washington State Energy Office and the Department of Ecology, should work with local communities through growth management planning to promote incorporation of bicycle facilities into local comprehensive plans and development regulations.

Topic: Bicycle Funding**Policy Recommendation:**

The limited dedicated bicycle funding available should be targeted for specific bicycle-related facility improvements (such as spot improvements, and completing missing links in the system) and for non-facility bicycle programs (such as safety education). New roadways and roadway improvement projects should be designed to accommodate bicycles as an integral part of the roadway project, where economically feasible.

Action Strategies:

All new or substantially rehabilitated transportation facilities on a bicycle system as designated in local comprehensive plans should be designed with consideration to bicycle usage as part of the scope and budget of the transportation project.

Maintain the minimum required expenditure for paths and trails purposes under R.C.W. 47.30.

Investigate the potential of bicycle user-fees to help pay for bicycle facilities.

APPENDIX B

Summary - King County Bicycle & Pedestrian/Motor Vehicle Accident Report

In 1991, The King County Department of Public Works completed a study of collisions involving pedestrian and bicycles with motor vehicles. The complete study, which will be transmitted with the Proposed King County Nonmotorized Transportation Plan, represents a comprehensive effort to identify environmental and operational factors involved in nonmotorized accidents on the King County Road System in the years 1985-1990.

This analysis of pedestrian and bicyclist/motor vehicle collisions grew out of the prior work conducted at the Harborview Injury Prevention and Research Center (HIPRC). Attached to Harborview Medical Center, the HIPRC is a community resource dedicated to investigating the epidemiology of trauma and developing programs for its prevention. The HIPRC has conducted a number of studies and implemented programs in the area of bicycle and pedestrian injuries. These include:

- Survey of bike helmet use and reasons for non-use
- Implementation of a community-wide helmet promotion campaign and evaluation of its effectiveness
- Analysis of the socio-demographic determinants of pedestrian injuries
- Determination of the environmental risk factors for child pedestrian injuries
- Study of fatal pedestrian injuries in King County
- Study of pedestrian injuries in Washington State
- Investigation of the urban-rural differences in pedestrian injury and fatality rates
- Study of parental attitudes and behavior towards child pedestrians
- Survey of driver behavior in pedestrian-motor vehicle conflicts in Seattle
- Implementation and evaluation of a child pedestrian skills training program
- Development of a community-wide pedestrian injury prevention program.

Because of the expertise of the HIPRC in this area, the King County Public Works Department asked the HIPRC to undertake an evaluation of all bicycle and pedestrian motor vehicle collisions which were reported to police during the six year period 1985 to 1990. This analysis of pedestrian and bicyclist/motor vehicle collisions was undertaken in King County as an important step in making our community safer for pedestrians and bicyclists. The intent of the document was to identify factors which might be modified to lower the risk of these injuries in the future.

Methods

The principal objective of this study is the establishment of an updatable information system which uses as source material accident reports submitted by the King County Public Safety Department to the Washington State Patrol Data Center. The use of actual accident report forms as the data source allows a more consistent education of the accident. Pedestrian and bicycle collisions are typically not as well studied in terms of causation as are motor vehicle accidents.

All motor vehicle collisions involving pedestrians and bicyclists occurring in unincorporated King County for the years 1985 to 1990 which were reported to police were identified. Copies of the police reports were obtained and data entered into a computer database. Each collision was reviewed by the Department of Public Works and categorized into 20 different types for pedestrian incidents using the Federal Highway Administration classification schedule shown in Community Planning Area Population from the King County Annual Growth Report.

There have been 8321 pedestrian and bicyclist collisions involving motor vehicles in King County reported to the police over the last 6 years. Of these, 705 bicycle and 553 pedestrian collisions occurred in unincorporated King County, for an average of 118 and 92 per year respectively. The 1258 accidents occurring in unincorporated King County represents the study population used in this report.

There have been significant decreases in the rate of bicycle-motor vehicle crashes over this six year time period, from approximately 30 per 100,000 population in 1985-86 to 10 per 100,000 in 1990. This represents a two-thirds reduction in rates of these collisions.

Such a significant drop in accident rates over an extended period of time is difficult to readily explain, particularly given the dramatic growth in bicycling activity in King County during the study period. There has been an increase in activity by local bicycle clubs to educate both youth and adult bicyclists in safe bicycling practice, as well as an increase in local media attention given to bicycling issues in general. A closer examination of this decrease is needed in subsequent editions of this report.

In contrast, the rate of pedestrian motor vehicle collisions has declined much less, from over 17 per 100,000 to 14.8, a decrease of 15.5%.

A significant objective of the study was to determine characteristics of the victim of the collisions studied. The differing levels of skill, visual acuity, acceptance of risk, and recognition of traffic hazards is critical to the effective evaluation not just of physical projects, but the development of programs which may more directly affect the ability of the pedestrian, bicyclist, and motor vehicle operator to safely share the road.

Males accounted for 80.7% of the bicycle and 61% of the pedestrian accident victims. This is true for nearly all injuries and is seen throughout life, beginning at approximately 1 to 2 years of age (Rivara et al, 1982). The reasons for this male predominance are not entirely known. Part of the difference in rates may be accounted for by differences in exposure, i.e. males may have higher rates because they engage in the activity more frequently. However, some of the difference is due to risk taking behavior between males and females, (eg alcohol consumption) which affects the risk of pedestrian injury.

The distribution of these injuries by age is shown in Figure 3. Children and young adults account for the majority of both types of collisions. Using 1990 census data, average annual incidence rates were calculated. Children 10-14 years of age have the highest rate of both pedestrian and bicycle collisions, with children in the 5-9 year age group having the second highest incidence.

This predominance in the 10-14 and 5-9 year age groups is also seen in the state and nation. In 1985-1989, the highest rates of pedestrian injuries in Washington State were in the 5-9 age group followed by the 10-14 age group. National data come from the Fatal Accident Reporting System (FARS), a database on all fatal motor vehicle injuries administered by the National Highway Traffic Safety Administration. Data

from FARS indicate the highest fatality rate for pedestrians nationally is in the oldest age group. This occurs because the case-fatality rate is very high in this age group, as is true of most injuries: approximately 10% of injured pedestrians over 65 years of age die compared to 2-3% of children. This pattern has been documented previously by Harborview for Washington state (Mueller and Rivara).

Clearly, the age groups at greatest risk of pedestrian injuries are children and the elderly. Children under the age of 10-12 do not have the developmental skills or the impulse control to safely handle traffic all the time (Rivara, 1990). Training, while it can improve on the very poor pedestrian skills found at baseline, cannot totally compensate for these developmental limitations (Rivara, Booth, Bergman, Rogers, Weiss, 1991). The elderly have impaired mobility which places them at risk; some also have cognitive impairment. Between these two age groups, many of the pedestrian victims are intoxicated, as found in a prior study of fatalities in King County (Rivara, Reay and Bergman, 1988).

In Washington State, children 10-14 years of age account for 29% of bicyclists injured in collisions with motor vehicles. Nationally, adolescents 10 to 17 years of age account for one-third of bicyclist fatalities.

These data omit bicycle crashes which do not involve motor vehicles. Data from the Harborview Trauma Registry indicate that approximately 50% of serious bicycle injuries do not involve motor vehicles. Even this number is perceived as low within the bicycle community. John Williams of Bikecentennial (Missoula, Montana) contends that bicycle/motor vehicle accidents may represent only 10% of bicycle accidents nationally. Thus, the estimates from this report while representing the more serious types of bicycle accidents, should be viewed as only part of the total problem. Similarly, this report does not take into account accidents occurring on non-road facilities such as trails or pathways.

While locating ped/bike accidents is a relatively straight-forward task, the correlation of location and accident typology is potentially one of the most significant products of the database. This information should eventually assist in the development and delivery of more effective education and enforcement programs, as well as to inform the community at large of the needs of a population at risk.

The vast majority of collisions occurred in urban areas, accounting for 93.5% of the bicycle and 95.5% of the pedestrian incidents in spite of significant increases in recreational cycling activity in rural areas of King County. The Highline Community Planning Area alone accounted for more than one-fifth of the bicycle collisions and more than one-third of the pedestrians hit. Federal Way, Northshore, Soos Creek and Shoreline each accounted for more than 10% of the bicycle and pedestrian collisions.

Based on the 1990 census population of these areas in unincorporated King County, Highline by far has the highest rates of pedestrian/motor vehicle collisions. Very low rates of pedestrian collisions are reported for Bear Creek, Enumclaw, Eastside, Green River, Snoqualmie and Tahoma/Raven Heights. Because of the important role environmental risk factors play in pedestrian injuries, exploration of the differences between these communities may be very productive in lessening rates of pedestrian injuries in the county as a whole. For example, if Highline had the same rate of pedestrian and bicycle collisions as the county as a whole, 115 pedestrian and 53 bicycle injuries would have been prevented. This would have resulted in a 21% and 7.5% reduction in the number of pedestrian and bicycle injuries in the county as a whole, by simply lowering the rates in the one area.

Rates of bicycle/motor vehicle collisions were also very high in Highline. While the highest rate was reported for the Green River area and for the Eastside, caution should be used in interpreting these rates because they are based on small numbers of incidents and low population in the unincorporated areas of these communities.

Examining the changes in rates for those areas with sufficiently large number to allow meaningful analyses, the rates of cycle collisions have decreased by 84% in Federal Way, 54% in Highline, 60% in Northshore, 69% in Soos Creek, and 63% in Shoreline. Rates of pedestrian injury have decreased 74% in Federal Way and 49% in Northshore. However, pedestrian collisions have increased by 69% in Highline, and 12% in Shoreline with little change in Soos Creek. The reasons for both these increases and decreases in rates should be determined on an on-going basis.

A key question this study is intended to address is the role that the road environment plays in nonmotorized collisions. This environment is shaped by volumes of traffic, number of lanes, posted speed limit, and the nature of signalization on the route.

Local roadways accounted for approximately one-third of both pedestrian and cyclist incidents, as did principal roads. Local roadways represented a higher proportion of pedestrian injuries in King County than nationally, in which local roadways accounted for 19% of pedestrian fatalities. Nationally, local roadways accounted for one third of bicycle fatalities, similar to the proportion on local roads for all bicycle crashes in King County.

Principal arterials account for 29% of pedestrian fatalities and 23% of bicycle fatalities in the nation as a whole while in King County they accounted for about one-third of each type of collision.

Minor arterials were the least common site of both pedestrian and bicycle collisions in King County, accounting for one-fifth of collisions. This is very similar to national data.

Few collisions occurred on roadways with speed limits of less than 15 mph or more than 35 mph. Approximately one-half of the collisions occurred on roads with speeds of 30-35 mph and slightly more than one-third on roads with speed limits of 20-25 mph.

Three-fourths of the incidents involving bicycles or pedestrians occurred at unregulated locations. Approximately 10% of each involved signalized intersections and 14% of the bicycle collisions (compared to 6% of the pedestrian incidents) occurred at sites with a stop sign.

Of the 388 cycle crashes occurring at intersections, 57% of the intersections were unregulated, 22% had a stop sign and 17% had a signal. In contrast, 93% of the crashes occurring between intersections were at unregulated locations as opposed to mid-block crosswalks.

The analysis of non-road environmental conditions provides the context for analysis of user patterns and potential countermeasures for different types of collisions. This is especially important in determining the role of age in accident causation.

Pedestrians were more likely to be hit in the evening and night than were bicyclists. Only 3.3% of bicycle collisions occurred in the dark; 6.1% occurred in the evening but in areas lighted by street lights and 90.6% occurred during the day. In contrast, only 68.3% of the pedestrian collisions occurred during the day; 10.4% occurred in the dark and 21.2% in areas lighted by street lights.

In the state of Washington, 29% of pedestrian collisions and 47% of pedestrian fatalities occur between the hours of 6 P.M. and 6 A.M. Nationally, this time period accounts for 63% of pedestrian fatalities and 41% of bicycle fatalities.

The time at which the collision occurs is related to the age of the victim. Nearly two-thirds of the pedestrian injuries involving children 10 years of age and under occurred between 12 noon and 6 PM. Only 1 injury in this age group occurred between 12 midnight and 6 AM during the six year period.

In contrast, only one-third of the pedestrian injuries to people 17-65 years occurred during the afternoon hours; one-third occurred in the evening and 10% after midnight. Two-thirds of the elderly victims were injured between 6 AM and 6 PM.

The time of cycle injuries was very similar to that for pedestrian injuries among children 10 and under, with two-thirds occurring in the afternoon hours. Adolescents 11-16 years old had a pattern very similar to that of younger children. Approximately one-half of the cycle injuries to adults also occurred in the afternoon, with only 5 occurring after midnight.

Pedestrian injuries tended to occur throughout the year, with some peak during the winter months. This may be due to poor weather conditions and shorter number of daylight hours, both of which would reduce visibility.

Not surprisingly, bicycle injuries had a clear peak in July with 55.7% occurring between May and August. The majority of both types of collisions occurred on dry roadways in clear weather. Only 11% of the bicycle and 24% of the pedestrian collisions occurred on wet roads.

Interaction between the motorist and the pedestrian or bicyclist represents the critical area addressed by this study. This section evaluates the types of vehicles, actions, and subsequent enforcement actions involved in the study.

Vehicles

Passenger vehicles accounted for 71% of the bicycle collisions and 66.7% of the pedestrian collisions. **Light trucks, which make up approximately 15% of registered vehicles in King County, accounted for 21.6% and 23.1% of the bicycle and pedestrian crashes, respectively.** This same over-representation of light trucks was seen in the study of fatal pedestrian injuries in King County in which these vehicles accounted for 34% of pedestrian fatalities.

Nationally, light trucks are involved in 12% of fatal collisions with pedestrians and bicyclists. There appear to be both vehicular and human factors accounting for this over-representation. Drivers of light trucks exhibit more aggressive driving behavior and styles than drivers of passenger cars. Light trucks also

are not required to meet many of the federal safety standards for passenger cars. They may give the driver poor visibility for pedestrians, particularly children. More study of the over-representation of light trucks in ped/bike accidents is clearly warranted.

Driver Action

The driver actions as stated on the police reports were examined for the motor vehicles involved in the pedestrian and bicycle collisions. Approximately one-half of the cycle crashes and over two-thirds of the pedestrian collisions involved motor vehicles which were traveling straight ahead, as shown in. In contrast, 31% of the cyclists (but only 17.6% of the pedestrians) were hit by vehicles which were turning. Right turns were involved with 20.7% of bicycle crashes and 9.7% of pedestrian collisions.

Right turn on red laws have been shown to increase the risk of pedestrian injury; to our knowledge, they have not been evaluated for their impact on bicycle/motor vehicle collisions. Zador has shown that pedestrian injuries due to right turn on red increase by 30% to 60% after passage of such legislation. The effect of right-turn-on-red legislation on pedestrian and bicycle injuries in King County should be further evaluated.

Driver Citations

"Hit and run" incidents were represented in 57 (8.1%) bicycle crashes and 102 (18.4%) pedestrian collisions in unincorporated King County over the 6 year period. Approximately one-half (48.9%) of drivers involved with pedestrian collisions and 62.1% of those involved in collisions with bicycles were not in violation of any traffic laws at the time of the crash.

A review of the individual accident reports revealed an inconsistency in the application of the vehicle code, specifically as it pertains to bicyclists. In many cases, the bicyclist received the benefit of the doubt, particularly if the bicyclist was riding on a sidewalk. It is worth noting that sidewalk bicycling is permitted in very few locations in the County, but that enforcement of these laws is almost nil. Officers are also reluctant to issue citations to young offenders, indicating a potential utility for the development of educationally based offenders programs for young bicyclists.

By and large, adult bicyclists were not as subject to inconsistent enforcement, although in a number of individual cases drivers who hit a legally operating bicyclist while the former were pulling out of private driveways were not cited.

The most common violation for both types of incidents was failure to yield the right of way. Inattention on the part of the drivers was cited as being involved in approximately 13% of incidents. Speeding and driving under the influence were cited as being responsible for relatively few incidents (see below).

Failure to yield the right-of-way was the most common reason the arresting officer issued a citation, accounting for 60.4% of the tickets for pedestrian incidents and 69% for those involving bicyclists. Inattention was the second most common reason for a citation. While few drivers were stopped for speeding (6.5% of drivers hitting pedestrians and 5% of those hitting cyclists), only 44% of these speeding drivers striking pedestrians and 20% of those striking cyclists were given a ticket.

Pedestrian Actions

One-third of pedestrian injuries occurred while the pedestrian was crossing at an intersection; a similar number occurred while crossing at a non-intersection location. Playing or working in the roadway accounted for one in eight pedestrian injuries. Walking in the roadway or on the shoulder each accounted for approximately 6% of the injuries.

Statewide, 50% of the pedestrian injuries occur while pedestrians are crossing at intersections; an additional 30% occur while crossing at non-intersection locations. Playing or working in the roadway account for 7% of injuries.

Nationally, 80% of pedestrian fatalities occur at non-intersection locations. Only 7.7% occur while in a marked crosswalk; an additional 10% of fatal pedestrian injuries occur while crossing at intersections in which there is not a marked crosswalk. The reasons for this large difference between local/state data and national fatality data are unknown; there may be some degree of under-reporting of crosswalk involvement from other states.

Pedestrian Factors

Pedestrian factors contributing to the injury as determined by the investigating officer were failure to yield to the driver in 40% of the study cases, inattention in over 33% and failure to use a cross walk in 36%. This is notable, as recent articles have theorized that painted crosswalks may lull pedestrians into an unjustified sense of security.

Only thirty-nine pedestrians (7%) were judged to be intoxicated at the time of the injury. As noted above for drivers, nearly one-half of adult pedestrians admitted to Harborview Medical Center with injuries are intoxicated. In a study, Haddon showed that pedestrian injury victims are much more likely to be intoxicated than are other pedestrians in the area at the same time. Thus, the small number of pedestrians found in this report to be intoxicated in all likelihood represents an under-estimate of the actual extent of the problem.

Nationally, one-third of pedestrian fatalities are intoxicated at the time of the injury. The proportion is substantially higher for pedestrians injured during nighttime hours and for pedestrians who are not children or elderly.

Cycle Actions

According to the Washington State Patrol, cyclists were most commonly hit when entering or crossing the roadway, accounting for 44.5% of crashes. **Over ten percent of collisions studied involved wrong-way bicycling as a primary factor, however, when contributing factors are considered, over thirty percent of collisions involve this one type of behavior.**

Cycle Contributing Factors

The most common contributing factors on the part of the cyclist contributing to the crash as determined by the investigating officer were failure to yield to the motor vehicle (27%) and inattention (26%). Some cyclists appear to disregard traffic regulations, resulting in injury. Almost 20% of cyclists were injured while riding on the wrong side of the road*, and an additional 12.8% were injured when they disregarded

traffic signals. There thus appears to be some important educational and perhaps enforcement needs for cyclists. Few cyclists were injured because they traveled in the dark without lights.

One apparent observation is that many of the types of situations reported in the study do not have an effective engineering countermeasure. If either the operator of the vehicles or the bicycle has an unclear knowledge of the bicyclist's rights and responsibilities in traffic, then it is unlikely that additional paving, striping, or even separation of the roadway environment will effectively improve safety. There thus appears to be some important educational and enforcement issues to examine to promote safety and reduce accident and injuries to bicyclists.

Few collisions were due to defective equipment or to intoxication of the cyclist. It is important to again note that a large percentage of bicycle accidents do not involve a mechanical failure or an intoxicated bicyclist. In both instances, the very act of riding a bicycle can become extremely difficult, possibly serving to reduce exposure to other traffic situations.

Injuries

Nearly all of the bicyclists and pedestrians involved in these collisions were injured. Only 11 bicyclists and 1 pedestrian were reported as uninjured. This is in contrast to motor vehicle occupant collisions in which only approximately 20% of those reported to the police involve an injury. Three bicyclists and 23 pedestrians died.

Light trucks appeared to be over-represented among collisions resulting in death of the pedestrian, accounting for 33% of these incidents but 23% of those resulting in non-fatal injuries. It is noted that light trucks only represent 17% of registered vehicles in King County. This same finding has been previously reported by the HIPRC in their study of pedestrian fatalities in King County. It is interesting to note that bicyclists in King County have long held the perception that light trucks (pick-ups) represented a disproportionate threat on County roads, as reflected in bicycle club discussions on the topic of traffic safety and in citizen phone calls to the County RoadShare Program Hotline. This report is likely the first in the nation to document this presumption.

The pedestrians killed were engaged in a wide variety of actions. Eight pedestrians were entering the roadway and 6 were in an intersection. Five pedestrians were on the edge of the road; 4 were walking in the road.

All three bicycle fatalities were due to crashes involving passenger cars. One cyclist died when he rode into the street from a driveway, another was killed by a vehicle which was turning.

Conclusions

This study has been very useful in outlining a number of areas for potential intervention as well as areas in which further investigation is needed.

1. There has been a significant decrease in the rate of bicycle injuries over the last 6 years, declining by two-thirds. The reasons for this should be further explored by tying in the rate of injuries to engineering and other changes in the county.

2. The rate of reduction in pedestrian injuries, while meaningful, has been far less than that for bicycle injuries. An obvious question is whether changes which have resulted in a decrease in bicycle injuries might be transferable to the pedestrian problem.
3. As elsewhere in the country, children have the highest rate of pedestrian injuries while the elderly have the highest case-fatality rate. The 10-14 year old age group also has the highest rate of bicycle injuries. Thus, any prevention programs must give strong emphasis to children.
4. There are some striking variations in the rate of pedestrian and bicycle collisions around the county as well as huge variations in temporal changes in these rates over the last six years. The reasons for these differences should be further explored in that they may offer promise for reduction in high risk areas. At the least, the data indicate which areas deserve special emphasis for prevention programs.
5. While local roadways account for a higher proportion of pedestrian injuries in King County than nationally, adjusted for miles of roadway, local roadways appear to have the lowest rate of pedestrian injuries in the county. The most unsafe roads for both pedestrian and bicycle injuries appear to be principal roadways in which the rates of injury are 10 fold higher than for local roadways.
6. One in 6 bicycle crashes occur on four lane roads, indicating a need for some intervention. If bicyclists are going to ride on such roads, appropriate protection must be assured.
7. Bicycle and pedestrian collisions were least likely to occur on Sunday. Whether this is due to the lower traffic volumes on Sunday or to differences in types of riders or riding behavior is unknown. There appeared to be more pedestrian collisions on Friday than expected; this may be due to a higher consumption of alcohol by both drivers and pedestrians on these days.
8. Better street lighting, while desirable for other safety benefits, should not be considered an unilaterally effective countermeasure in the overall reduction of pedestrian and bicycle accidents. It is also worth noting that single-bike accidents at night are probably underreported in this study, and that street lighting would undoubtedly serve as a benefit in reducing this type of accident.
9. Light trucks are over-represented in bicycle and pedestrian collisions, as they were in previous studies of pedestrian fatalities. The hypothesis presented by HIPRC is that this may be due to a difference in the behavior of individuals who drive these vehicles. Education and information efforts directed at the drivers of these vehicles seems justified, either at the point of sale or registration of these vehicles. A continuation of this trend may have additional implications for enforcement and licensing policies.
10. The impact of right-turn-on-red laws in King County is probably not huge but may need to be evaluated particularly for bicycle collisions. All prior studies in this area have focused only on the impact on pedestrian injuries.

11. Many drivers who were in violation of traffic regulations at the time of the incident were not issued a ticket. Some of these incidents were serious, involving DUI or speeding. In addition, there appears to be a very serious problem in under-reporting of DUI in King County. This problem should be further discussed with the police departments in these jurisdictions.
12. The data again point out the risks to pedestrians crossing at intersections. Surveys conducted in Seattle indicate only 20% of drivers stop for pedestrians at crosswalks. A study conducted a number of years ago in San Diego indicated that children and the elderly were at greatest risk of injuries in crosswalks. The data here clearly indicate the need for increased police enforcement of crosswalk laws.
13. As with other studies, children were most commonly struck when they darted out into the street. The elderly were most commonly in the intersection at the time, indicating that they may have had difficulty getting out of the intersection in time for the vehicle. Options for correction of the problem would include increasing the time allowed to cross and again focusing on driver behavior.
14. A significant proportion of cyclists were injured when they disregarded basic traffic regulations. Emphasis should be placed on cyclists to follow all traffic regulations if they intend to share the roadway with traffic. Fully 30% of the studied collisions involved a wrong-way bicyclist. Road designs which incorporate bike lanes on only one side of the road should be discarded, as they encourage this dangerous behavior.
15. Unexpected turns by motorists appear to be a substantial cause of collisions with bicycles. While the need for proper signaling before turning is apparent, the large number of collisions caused by a failure of the driver to yield the right of way to cyclists indicates a need to educate and inform drivers about the presence of bicycles on the road.
16. Nearly all pedestrians and bicyclists who were struck were injured. This indicate the need for protection of the cyclist through helmet use, but more importantly the need for primary prevention of these incidents, both through increased education and enforcement efforts.
17. The study demonstrated the feasibility of using police reports to analyze the bicycle and pedestrian injury problem in King County. The data are a wealth of information about the extent of the problem, the reasons for its occurrence and point to specific interventions which can lessen its magnitude.

Policy Recommendations Based Upon the Report

1. Both arterial and local streets represent areas of concern to the County in reducing nonmotorized injury. While rates of injuries are higher on arterial roads, a higher percentage of collisions are occurring in the neighborhoods of King County, where resources for developing countermeasures have been relatively scarce. Neighborhood traffic "calming" represents a significant area of concern for the County in its role as manager of the County road network, and programs which support these concerns should be developed to the fullest extent possible.

2. Education and enforcement represent very cost-effective areas of involvement for the County in reducing many of the types of collisions studied in the Pedestrian bicycle/Motor Vehicle Accident Report.
3. The development of Offender's programs for both youth and adult bicyclists may provide a proactive enforcement countermeasure to the accident types studied in the report. Such a program would emphasize education over punishment, and perhaps serve to reduce the reluctance of law enforcement personnel to issue citations for nonmotorized vehicle infractions.

Recommendations for future study:

1. A means of tracking injury accidents on the County Trails system should be developed along with more usage data. While the trails system has developed greatly in both mileage and user popularity, it is increasingly becoming perceived as less effective for transporting commuters, due to perceived user conflicts and limitation on travel speed. From the standpoint of improving user safety, it is essential to establish a reference point for comparing the advantages of nonmotorized travel on and off-road.
2. The under-reporting of single bike accidents is a serious concern. A coordinated effort with either emergency response units or hospital emergency rooms is needed to both set the level of this under reporting in King County and to analyze the causes of these accidents and injuries. Such a study would do much to assess the potential of alternative engineering countermeasures which are intended to benefit both bicyclists and pedestrians.
3. One issue that has surfaced recently is that of culturally based pedestrian activity on the current transportation system. In the past year, fatalities involving recent immigrants to the United States has shown that there may be a heretofore unknown population at risk in our traffic environment. Some means of identifying the particulars of this risk and developing an appropriate response should be considered by the County.
4. A concern of long standing is the effect of "right turn on red" legislation on pedestrians and bicyclists. Future editions of this report should track this type of collision.
5. The incorporation of post accident analysis and data correlation from the King County Police is needed to more accurately assess enforcement actions taken in nonmotorized accidents. This effort should be made for data reflected in this report for subsequent editions.